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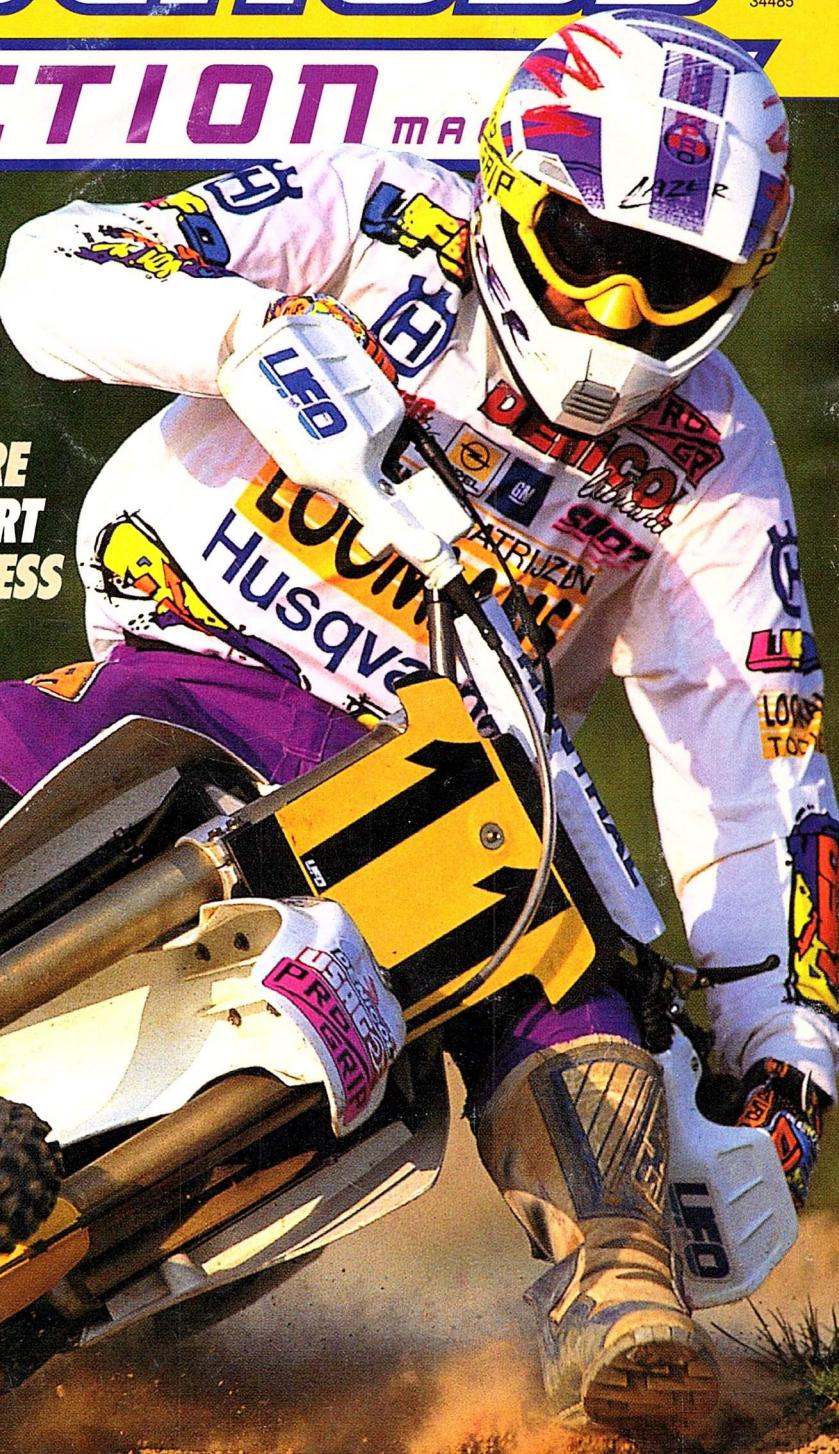
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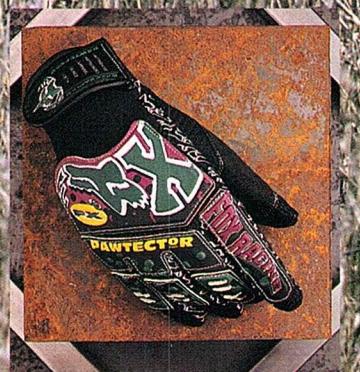
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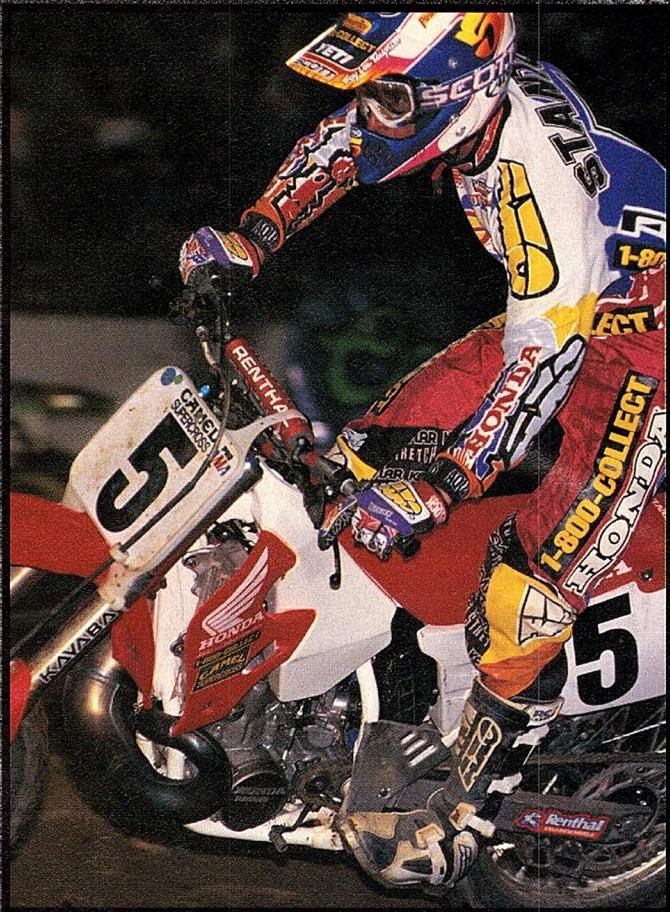


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**ON THE COVER:** Luc Verbeke captures 500 World Champion Jacky Martens carving an elliptical arc on the omnipotent four-stroke Husky. In between complaints, Chris Hultner was able to capture impressions of Tommy Clowers' and Ryan Hughes' YZ and KX 125s. **ON THIS PAGE:** John Dowd (16) shows a little fan appreciation at Gainesville. Photo by Chris "He was holding me back" Hultner. Color separations by D.I.S.C.

**WARNING:** Much of the action depicted in this magazine is potentially dangerous. Virtually all of the riders seen in our photos are experienced experts or professionals. Do not attempt to duplicate any stunts that are beyond your own capabilities. Always wear the appropriate safety gear.

# ON THE MAINJET

By Roland Hinz

□ The AMA and FIM managements are not blessed with an abundance of expressive, innovative and visionary thinkers; more often than not, when they do develop a creative idea it is quickly shot down by a host of self-serving industry types. Most plans to change, improve or revitalize the sport are buried by a coalition of Japanese factories (worrying about whether the new rules will make them winners), promoters (wondering if they can sell more tickets) and industry bureaucrats (spouting the oft-used "for the good of the sport" defense).

The result is that innovations in the sport of motocross come slowly. Changes are made, though—most notably the death of the 500 class. The 500 class was killed in America and emasculated in Europe, and no one can give us a valid reason why. The 500 class spectator turnouts were good, rider interest was high and the racing was ten times more exciting than the 250 class. The lack of real reasons leads one to assume that the 500 class was sacrificed because the factory teams wanted fewer race dates (they didn't get them), the promoters wanted more available supercross dates (they didn't get them) and Yamaha and Suzuki didn't want Honda and Kawasaki to get attention (they probably won't get it). When

pressed for a reason for dropping the 500 class, the decision-makers can only point to low 500cc bike sales. If sales figures become the sole reason for the existence of a sport, every sport from Formula One to bungee jumping is in trouble. They aren't selling a lot of V-12 Renaults or 100-foot-long bungee cords!

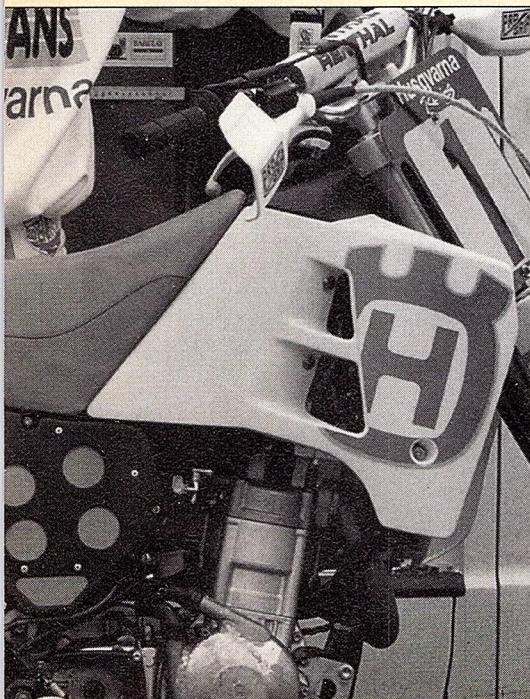
If bike sales are so important (obviously, spectator and rider turnouts aren't), then it is logical that the most important series in the motocross world would be the National and World Four-Stroke Championships. Why? More four-stroke off-road bikes are sold than any two-stroke (125, 250 or 500). Four-strokes could well be the most popular off-road motorcycles on the planet—and every manufacturer makes one or more (even Suzuki and Yamaha).

It's only logical that the AMA and FIM should immediately institute a National and World Four-Stroke Championship.

Why is it so logical? With more four-strokes manufactured and sold than two-strokes, there would be instant fan appeal. Spectators have flocked to the current one-day World Four-Stroke Championship (held in California in May) and every factory would be able to field a team (Honda, Husaberg, KTM and Husqvarna already contest both the May World Championship race and the Sound of Thunder series). What better way to tie bike sales in with fan appeal and good racing? With the federal government and its CARB standards threatening all but closed-course two-strokes, it's obvious that motorcycle racing would be better off acting now than reacting in '98.

No one expects Jeremy McGrath to contest the National Four-Stroke Championships, but it could open up more sponsorships, chances to make a living and racing opportunities for a new level of racers. The National and World Four-Stroke Championships would start with limited factory support in the first season (and have to have a production rule for motors), but within a short time, more and more valve-and-cam bikes would be prepared to contest the series.

Will it happen? Yes, it will happen. Maybe not today. Maybe not under current FIM and AMA bureaucracies, but the four-stroke is coming back. We should be ready. □



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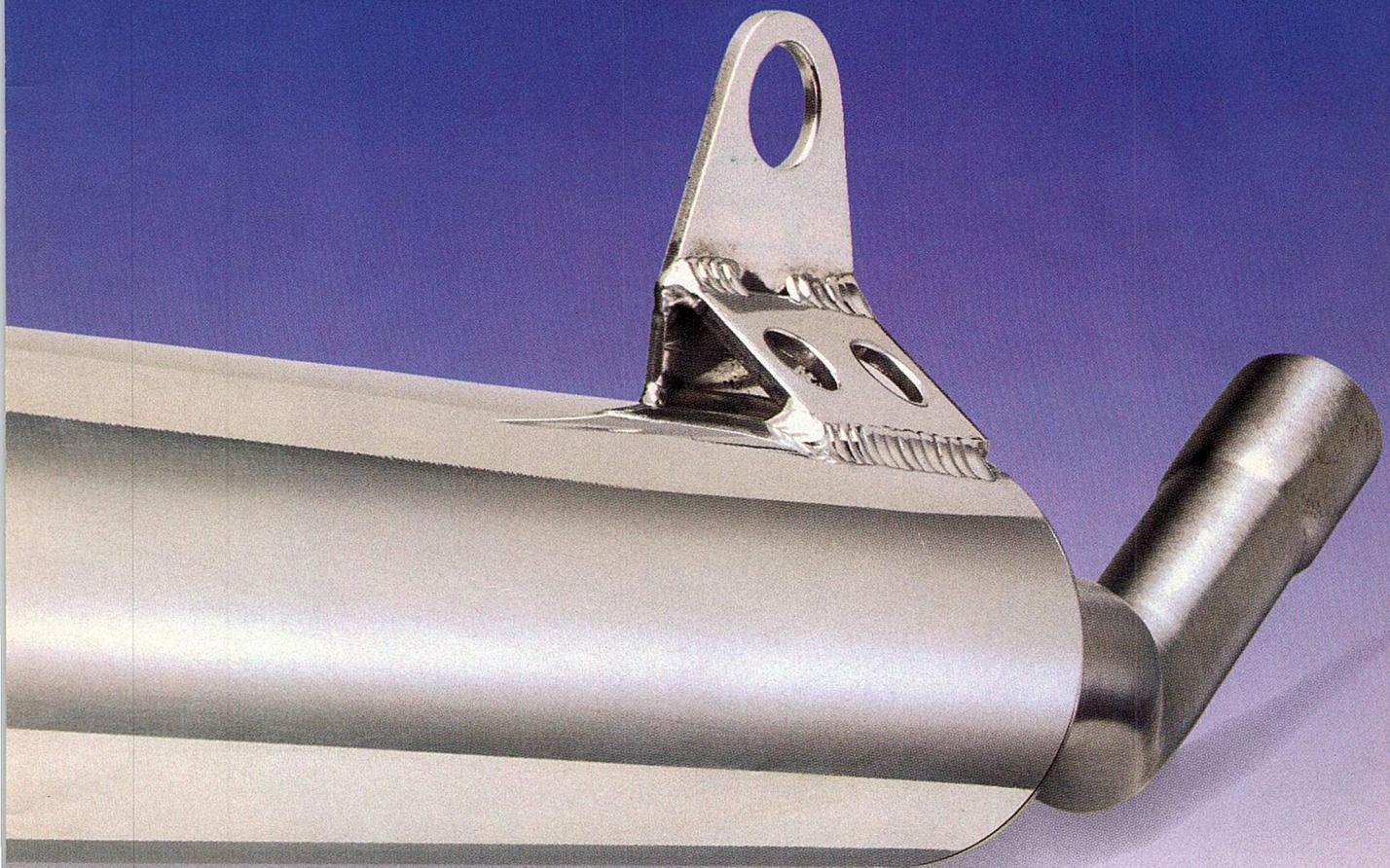


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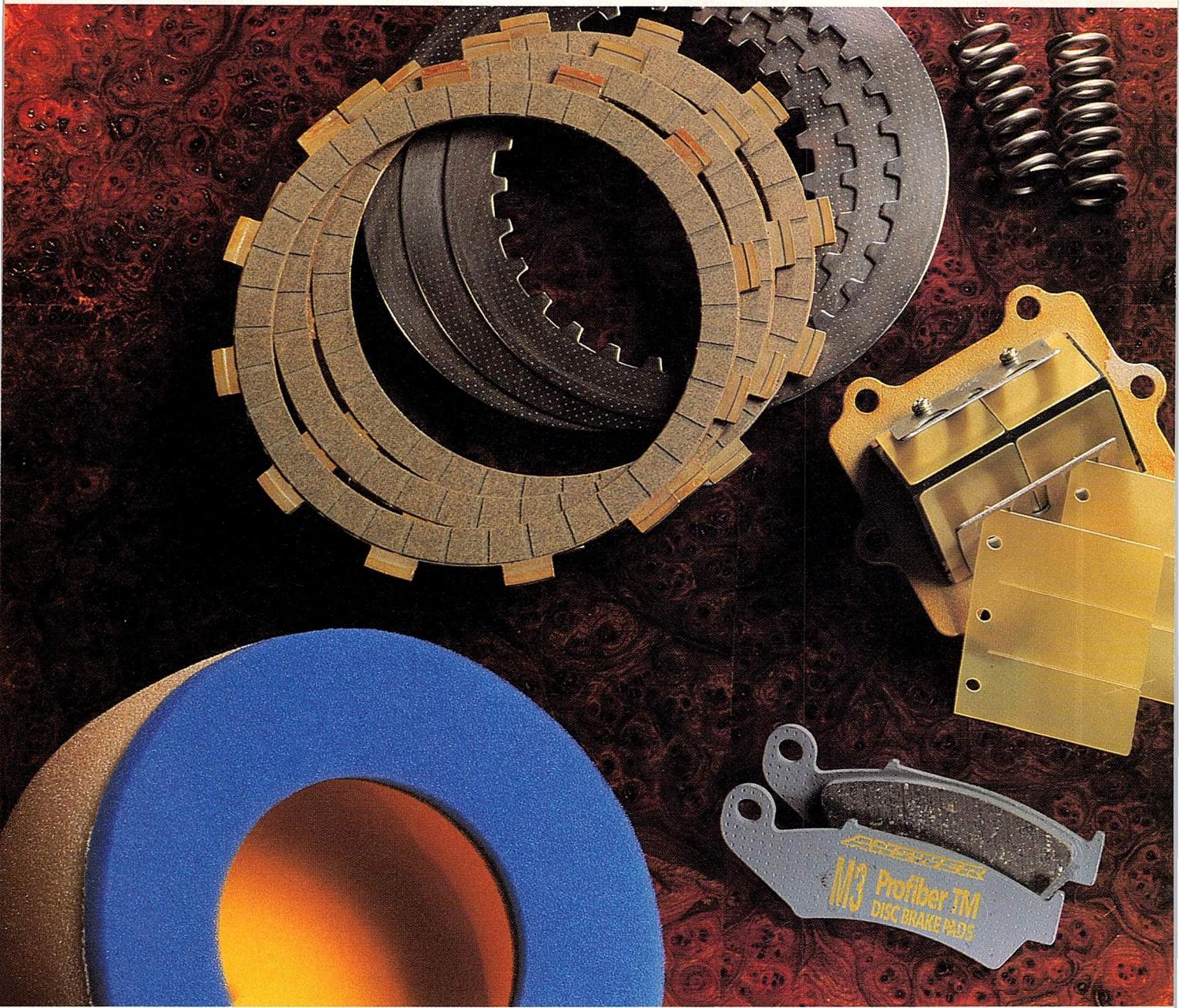
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# JODY'S BOX

By Jody Weisel

□ Some days the juices refuse to flow. Wick-it, flick-it and pitch-it quickly turn into miss-it, stick-it and ditch it. Sure I'd like to win, but if the pack doesn't come back to me late in the moto, all I have to follow are the track banners. Motocross may be a sport of muscles and machines, but it's more mental than anything. Winning, losing and living with the consequences are what build a rider's character.

My character is getting the Arnold Schwarzenegger treatment.

☆☆☆☆

"How did you do?" asked Stumpy Phalange after my first moto. Stumpy didn't really care how I did; he was just hoping that I'd ask him how he did. He was priming the pump.

"I taught those guys a lesson they won't soon forget!" I said with a hint of sarcasm in my voice.

"What lesson was that?" asked the Stumpster.

"Not to follow too closely in the whoops."

☆☆☆☆

Louella came walking up and asked, "How did it go out there?"

I knew she was asking because she hadn't seen a lick of my race. She is always hobnobbing with her friends when my moto comes up.

"I was out there," I replied.

"What place did you get?"

"I think I lost my place."

"Who was leading?"

"Don't know."

"How come?"

"Never saw him!"

"Don't worry," she said confidently.

"You'll see him next moto."

"Okay, but you better point him out to me on the starting line," I said with a hint of sarcasm in my voice.

☆☆☆☆

"Hey Jody," yelled Crazy Dave as I walked over to the concession stand. "Did you win?"

"That's a stupid question," I said with a hint of sarcasm in my voice.

"How come?" asked Dave.

"Because you won, jerk!"

☆☆☆☆

Over at the sign-up booth I ran into Billy Haney's girlfriend. "Jody," she purred demurely, "what happened to you in the first moto?"

"Nothing," I replied.

"Wasn't that you in that ten-bike pile-up at the start?" she asked.

"Yeah, on the bottom."

"Didn't you miss two laps later in the race?"

"Yeah, I ran off the track and hit the water truck."

"Wanda said you got your arm stuck in Monte Floyd's rear wheel. Is that true?"

"No, it was Jimmy Floyd."

"You got your arm stuck in Jimmy Floyd's rear wheel?"

"No, it was my leg."

"You got your leg stuck in Jimmy Floyd's rear wheel?"

"No, front wheel."

"How are you going to do in the second moto?" she asked.

"I hope to do at least as well as I did in the first moto," I said with a hint of sarcasm in my voice.

☆☆☆☆

"I saw your last moto and I think I can help you," said Fred Phalange as I stood by the fence watching the Pee-Wee race.

"How's that?"

"I know a corner where you can save at least a second a lap."

"Big deal!"

"If you saved a second in every corner do you know what that would mean?" asked Fred.

"Yeah! It would mean I was only losing time on the straights," I said with a hint of sarcasm in my voice.

☆☆☆☆

"Jody," said Jimmy Mac as I plopped down into my lawn chair. "Don't look so dejected. It's only one bad moto."

"It could be the start of a string."

"I've had bad motos in my career and I never gave up."

"I guess it just looked like you did," I said with a hint of sarcasm in my voice.

☆☆☆☆

"Jody," said Louella in the privacy of the Pro-Trac trailer, "you need to snap out of this. So you got beat! You had a bad moto! Don't let it bother you! Go out there in the second moto and show them how fast you are. These are the same guys you've been beating your whole career. You can beat them!" As she spoke I began to realize that she



was right. I'd beaten these clowns before, and my first moto was not a measure of my worth. I'd bear down in the second moto and show them what I was made of.

"You're right," I said convincingly.

"Do you always have to be so sarcastic?" she said. □

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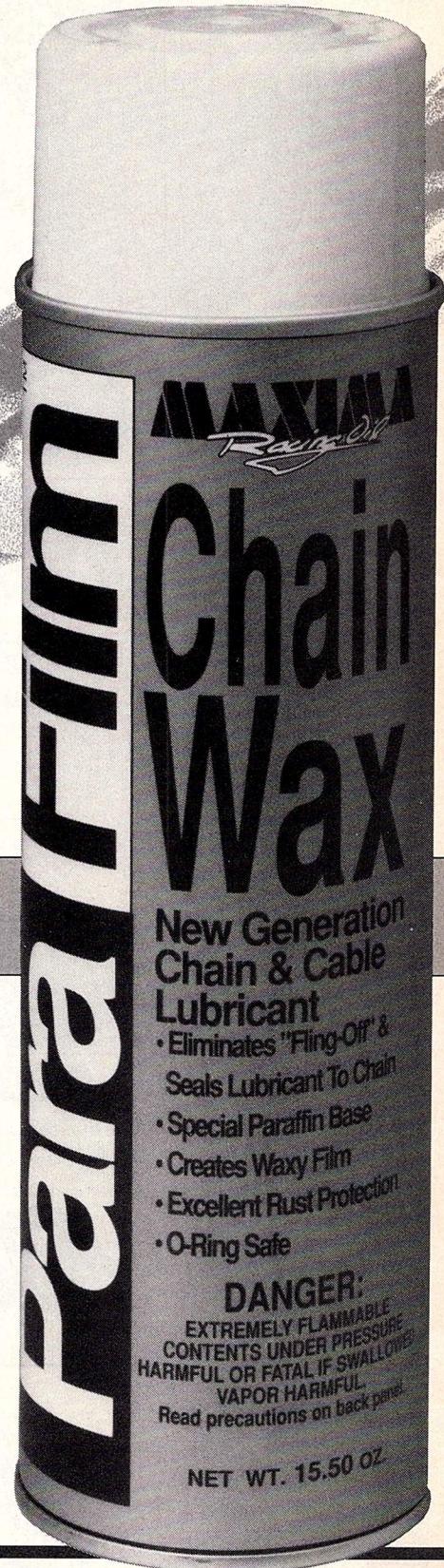
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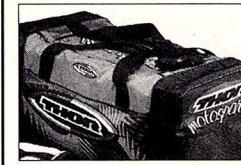
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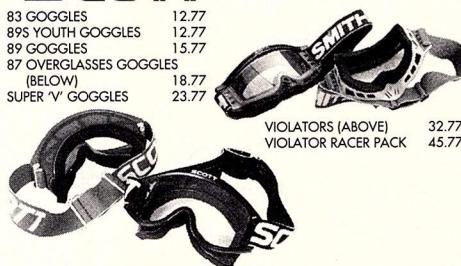
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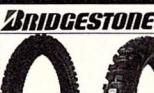
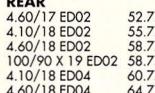
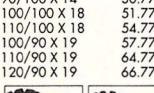
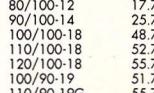
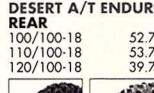
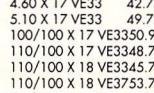
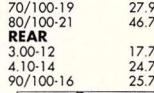
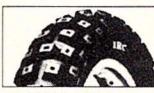
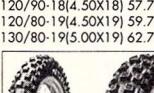
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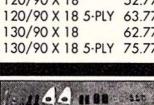
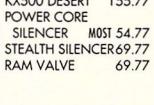
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120/80-19 63.77  
130/70-19 64.77BRIDGESTONE DOT & FIM APPROVED ENDURO TIRES FRONT  
2.75/21 ED01 39.77  
3.00/21 ED01 42.77  
2.75/21 ED03 43.77  
3.00/21 ED03 46.77BRIDGESTONE SOFT TERRAIN M39/M40 M39 FRONT  
70/100 X 17 26.77  
80/100 X 21 37.77CHENG SHIN C-6001 MAXXIS  
4.10 X 14 4PR 22.77  
5.30 X 17 6PR 39.77  
4.10 X 18 4PR 26.77  
4.60 X 18 6PR 34.77  
5.30 X 18 6PR 40.77  
3.00 X 21 4PR 21.77  
3.25 X 21 4PR 24.77DUNLOP K595HT REAR  
90/100-14 24.77  
120/100-18 52.77IRC INTERMEDIATE TERRAIN FRONT  
70/100 X 17 M8E 31.77  
80/80 X 17 M2E 25.77  
80/100 X 21 M8E 34.77  
100/80X21 M2E 35.77METZELER MC4 MOTOCROSS FRONT  
90/90 X 21 55.77  
REAR  
300 X 12 MOAR 18.77  
300 X 14 MTC 20.77  
360 X 14 45Z 23.77MICHELIN MP10/11 INTERMEDIATE TERRAIN FRONT  
90/90-21 54.77  
REAR  
120/90-18 63.77  
120/80-19 63.77  
130/70-19 64.77BRIDGESTONE ED11, ED8, ED12, & ED17 ENDUROS ED11 FRONT  
80/100-21 47.77ED8 REAR  
100/100 X 17 58.77CHENG SHIN C703  
5.00 X 17 6PR 35.77  
5.00 X 18 6PR 35.77  
5.30 X 18 6PR 39.77DUNLOP K695 DESERT A/T ENDURO REAR  
100/100-18 52.77  
110/100-18 53.77  
120/100-18 39.77IRC ENDURO VE32/VE33/VE35/VE37/VE39  
4.60 X 17 VE33 42.77  
5.10 X 17 VE33 49.77  
100/100 X 17 VE33 50.77METZELER MCE DOT APPROVED FRONT  
90/90-21 50.77  
REAR  
140/80 X 17 61.77  
120/90 X 18 58.77  
140/80 X 19 63.77  
120/80 X 19 59.77MICHELIN AP10 HARD TERRAIN FRONT  
90/90-21 54.77  
REAR  
120/90-18 63.77  
120/80-19 63.77  
130/70-19 64.77BRIDGESTONE HARD TERRAIN M23/M22 M23 FRONT  
2.75 X 17 24.77  
70/100 X 17 26.99  
2.50 X 19 25.99  
3.00 X 21 39.77  
80/100 X 21 37.77ED12 REAR  
110/100 X 17 65.77  
110/100 X 18 67.77CHENG SHIN C760  
5.60 X 17 6PR 39.77  
5.60 X 18 6PR 39.77DUNLOP K490IT FRONT  
2.50-14 14.77  
70/100-17 21.77  
70/100-19 27.99  
80/100-21 46.77IRC M5A HARD TERRAIN REAR  
3.00-12 17.77  
4.10-14 24.77  
90/100-16 25.77METZELER ALL CROSS FRONT  
90/90-21 57.77  
REAR  
110/90-18(4.10X18) 54.77  
120/90-18(4.50X18) 57.77  
120/80-19(4.50X19) 59.77  
130/80-19(5.00X19) 62.77MICHELIN DESERT FRONT  
90/90-21 54.77  
REAR  
140/90-17 72R 97.77  
140/90-18 73R 99.77M22 REAR  
4.10 X 14 24.77  
90/100 X 14 28.99  
3.00 X 16 26.77  
5.10 X 17 47.77  
4.10 X 18 44.77  
4.00 X 18 48.77  
5.10 X 18 49.77  
100/100 X 18 51.77  
110/100 X 18 55.77  
100/90 X 19 56.77  
110/90 X 19 58.77M68 REAR (INTERMEDIATE TO HARD)  
100/100 X 18 51.77  
110/100 X 18 54.77  
100/90 X 19 57.77  
110/90 X 19 61.77  
110/90 X 19 66.77  
120/90 X 19 67.77CHENG SHIN C755  
4.10 X 14 4PR 19.77  
4.60 X 17 4PR 24.77  
5.30 X 17 6PR 36.77  
4.10 X 18 4PR 23.77  
4.60 X 18 6PR 28.77  
5.30 X 18 6PR 33.77  
3.00 X 21 4PR 19.77  
3.25/3.50 X 21 4PR 23.77DUNLOP D752ST FRONT  
70/100-17 22.77  
80/100-21 47.77  
90/100-14 24.77  
100/100-18 48.77  
110/100-18 49.77  
120/100-18 55.77  
110/90-19 52.77  
110/90-19 55.77  
120/90-19 59.77IRC M5A HARD TERRAIN REAR  
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60cc-125cc 139.77  
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STEALTH SILENCER 69.77  
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RADIALITE SPROCKET-REARRK520 CHAIN  
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3.60 X 18 4PR 24.77  
4.10 X 18 6PR 27.77  
4.60 X 18 6PR 34.77  
3.00 X 21 4PR 21.77  
3.00 X 23 4PR 28.77DUNLOP K990ST FRONT  
70/100-17 21.77  
70/100-19 22.77  
80/100-21 46.77ALUMINUM BIKE STAND 33.77  
T HANDLE WRENCH SET 8, 10, 12, 14 & 17MM WRENCHES  
PLUS SMALL & LARGE PHILLIPS HEAD SCREW-DRIVERS 40.77BOYESEN RAD VALVE 124.77  
GENUINE BARK BUSTERS 31.77PRO CIRCUIT WORK PRO 2 CYCLE EXHAUST  
80cc-125cc PIPE 139.77  
200cc-500cc PIPE 147.77  
WORK SILENCERS 59.77

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We apologize for any discrepancies in typographical errors and reserve the right to correct them.



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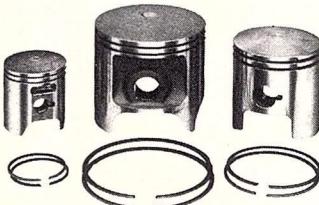
## CABLES GENUINE SUZUKI

THROTTLE	
RM 80/100 (1978-81)	\$17.99
RM 80 (1982-83)	15.90
RM 80 (1984-1994)	10.90
RM 125/400/465/500 (1975-87)	17.60
RM 125 (1988-94)	12.30
RM 250 (1976-83)	17.25
RM 250 (1984-94)	12.66

## CLUTCH

RM 80/100 (1976-94)	\$17.30
RM 125 (1975-85)	18.99
RM 125 (1986-94)	25.99
RM 250 (1976-81)	17.90
RM 250 (1982-86)	23.75
RM 250 (1987)	25.99
RM 250 (1988-94)	22.95
RM 400/465/500 (1978-84)	16.70

## PISTON-RINGS



## GENUINE SUZUKI PISTONS

RM 80 (1976-85)	\$32.10
RM 80 (1986-94)	29.95
RM 125 (1976-83)	42.50
RM 125 (1984-88)	32.98
RM 125 (1989-94)	35.20
RM 250 (1976-81)	53.75
RM 250 (1982-88)	40.99
RM 250 (1989-91)	49.30
RM 250 (1992-94)	40.80
RM 500 (1983-84)	58.80

## GENUINE SUZUKI RINGS

RM 80/100 (1976-82)	\$28.80
RM 80 (1983-85)	21.95
RM 80 (1986-94)	14.25 ea.
RM 125 (1978-80)	28.80
RM 125 (1981-86)	23.45
RM 125 (1987-94)	14.25
RM 250 (1977-81)	11.95
RM 250 (1982-85)	16.15
RM 250 (1986-89)	11.95
RM 250 (1990-94)	14.20
RM 400/465/500 (1978-84)	16.99

## CRANK MAIN BEARING AND SEAL KIT



Genuine SUZUKI Factory Parts  
Consists of two NEW IMPROVED main  
bearings, two crank seals and "O" ring  
when indicated.

RM 80 (1977-94)	\$39.25
RM 125/250/500 (1976-88)	50.60
RM 125 (1989-94)	64.75
RM 250 (1989-93)	42.90
RM 250 (1994)	78.20

## EBC BRAKE PADS

RM 80/125/250/500 . . . . . \$21.95 set  
Indicate front or rear

## FENDERS

### ORIGINAL . . . TEAM SUZUKI

Fit perfectly for each year and model.  
NO DRILLING HOLES. BOLTS RIGHT ON.

#### FRONT

RM 80 (1983-85)	\$39.25
RM 80 (1986-94)	32.60
RM 125/250/500 (1980-83)	51.95
RM 125/250/500 (1984-88)	41.99
RM 125/250/500 (1989-94)	49.95

#### REAR

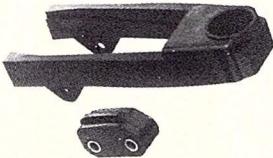
RM 80 (1980-86)	\$34.99
RM 80 (1987-94)	30.95
RM 125/250/500 (1981-94)	44.30

## Boyesen

### DUAL STAGE RACING REEDS BOLT ON HORSEPOWER

RM 80 (1977-88)	\$12.95
RM 80 (1989-94)	18.95
RM 100/125/400 (1976-81)	12.95
RM 125 (1984-86)	12.95
RM 125 (1982-83) & (1987-94)	25.95
RM 250/465/500 (1981-94)	26.95

### CHAIN BUFFER SET



Set consists of swing arm buffer and  
lower chain guide. The design may vary  
from the picture, depending on year and  
model.

RM 80 (1982-85)	\$15.99
RM 80 (1986-94)	19.95
RM 125/250 (1984-90)	31.30
RM 125/250 (1991-94)	37.40
RM 500 (1983-84)	20.30

## Brake Shoes GENUINE SUZUKI

FRONT	
RM 80/100 (1976-85)	\$13.95 pr.
RM 125/250/500 (1975-84)	17.50 pr.

REAR	
RM 80 (1977-85)	\$13.95 pr.
RM 100/125 (1975-80)	17.50 pr.
RM 125 (1981-87)	15.95 pr.
RM 250/500 (1981-86)	15.95 pr.

## RK Chain

Pre-stressed, Pre-stretched made of the  
highest grade ALLOY steel available.

RM 80 (all yrs)	\$25.95
RM 100/125 (1975-79)	27.90

### RK RACING CHAIN

For the most demanding riders.

RM 125/250 (1980-94)	\$39.95
RM 400/465/500 (all yrs)	40.25

## SPROCKETS



#### FRONT SPROCKET

Made from top grade steel, case hardened  
over 60 Rockwell.

RM 80/100/125/250 (all yrs)	\$11.95
RM 370/400/465/500 (all yrs)	12.95

#### REAR SPROCKET

TITAN TOUGH. Hardened alloy, light wt.  
Bullet proof, wears twice as long as any  
sprocket on the market today.

RM 80 (all yrs)	\$36.95
RM 100/125/250 (all yrs)	39.95
RM 400/465/500 (all yrs)	39.95

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\$6.95 pr.



**Donnie Schmit:** The 250 Grand Prix season started with a surprise win by Donnie Schmit. Stefan Everts, the odds-on favorite to win the title, DNF'd both motos on his new Kawasaki. The FIM changed the GP moto system from three motos back to two motos, but shortened them from 40 minutes to 30 minutes.



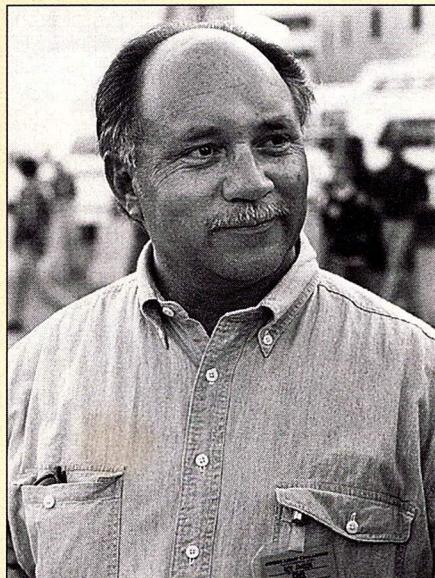
**NCY scholarship:** One lucky rider will end up with a fully sponsored Yamaha YZ80 ride and a \$1000 check if he buys his bike from NCY.

## BOOB TUBE BERMS MOTOCROSS ON TV

• This is the year that professional motocross finally gets major airplay on cable television. Not since the days of the Carlsbad USGP on ABC's *Wide World of Sports* has the American public had an opportunity to watch our sport in all its glory.

Both the Camel Supercross series and AMA 250 outdoor Nationals will be televised on ESPN this summer. David Bailey has signed on as the color commentator, while Damon Bradshaw is expected to join him (although there is no truth to the rumor that he will quit in the middle of the first show).

Check your local listings for your local ESPN channel, pull up a lawn chair and watch the races from the comfort of your living room. All times are Eastern Standard Time.



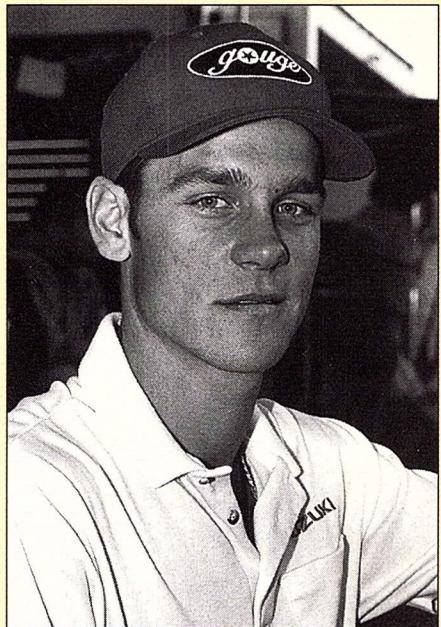
**Roy Jansson:** Following a heated argument caused by the weigh-in discrepancies revolving around Team Kawasaki, the AMA's Roy Jansson has vowed to make the weigh-in an accurate procedure. The scale will not be moved from pre-race weigh-in until post-race weigh-in and everything will be certified.

## AMA CAMEL SUPERCROSS SERIES

Event	Date	Time
Daytona	Jun. 3	1:00 a.m.
Indianapolis	Jun. 17	1:00 a.m.
Charlotte	Jul. 8	1:00 a.m.
Pontiac	Jul. 15	1:00 a.m.
Minneapolis	Jul. 22	1:00 a.m.
Dallas	Jul. 29	1:00 a.m.
Seattle	Aug. 5	1:00 a.m.
San Jose	Aug. 12	1:00 a.m.
Las Vegas	Aug. 19	1:00 a.m.

## AMA 250 NATIONAL CHAMPIONSHIP

Event	Date	Time
Millville	Jun. 11	2:00 p.m.
Mt. Morris	Jun. 25	3:00 p.m.
Washougal	Jul. 12	1:00 a.m.
Red Bud	Jul. 24	12:30 a.m.
Unadilla	Jul. 26	1:00 a.m.
Troy	Aug. 9	1:00 a.m.
Southwick	Aug. 30	1:00 a.m.
Budds Creek	Sept. 9	1:00 a.m.
Binghamton	Sept. 20	9:00 p.m.
Delmont	Oct. 16	5:30 p.m.



**Factory Phil:** Phil Lawrence has missed the first half of the '94 season with an injury. The factory Suzuki rider felt good enough to race the Daytona Supercross, where he injured his ankle, and will have to wait for the outdoor Nationals to start.

## NCY SCHOLARSHIP GET PAID TO RACE

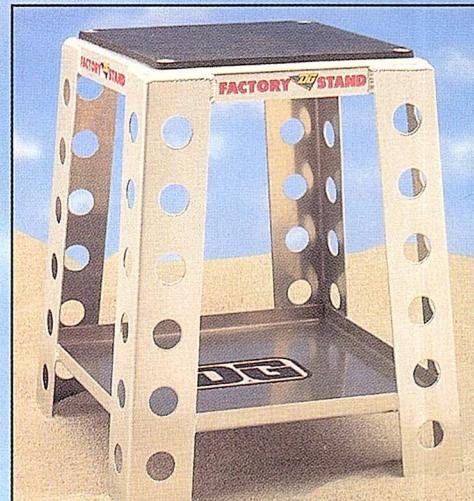
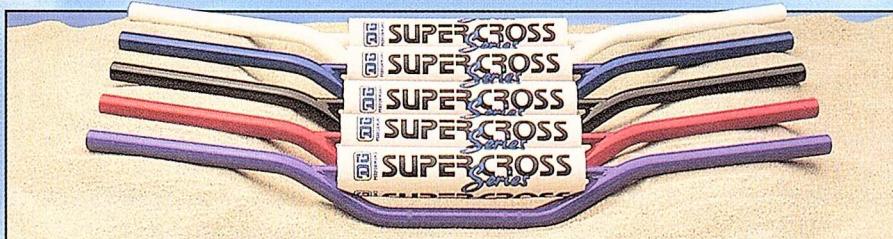
• The most aggressive motocross dealership on the west coast is North County Yamaha (NCY) in Escondido, California. NCY rose to fame a few years ago by doubling the factory Yamaha contingency program for riders who bought YZs from its San Diego-area shop. It followed up that attention-grabber with a factory-backed 125 Supercross team, led by Tyson Vohland and Tommy Clowers. For '94, NCY is expanding its buyer's enhancement project by offering a \$1000 scholarship

to the rider who buys a YZ80 from them and improves his grade point average the most. To be eligible the student must ride an NCY YZ80 and race twice a month. The first-place rider in the combined grade point and race result competition will receive not only the \$1000 check but a fully sponsored ride (including clothes, goggles, tires, race gas, bars, boots and engine hop-ups). There will be second- and third-place prizes also.

For more information contact NCY Scholarship Program, 1315 Las Villas Way, Escondido, CA 92026; (619) 432-9501. •



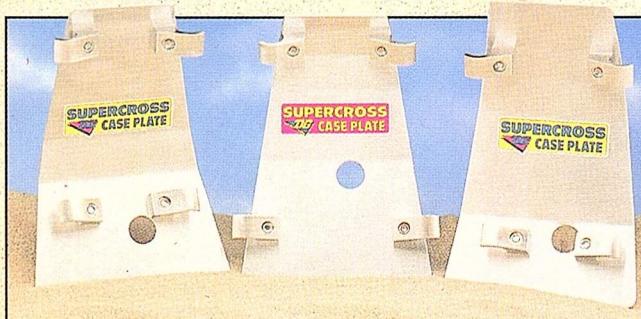
# PERFORMANCE



## DG HANDLEBARS

■ WHY SPEND MORE ON ANY OTHER HANDLEBAR? American made with an import price!! Both our "ALLOY SERIES" aluminum bar and our "SUPERCROSS-SERIES" steel bar are designed for maximum strength and shock absorption. Used by Team DG's Barry Carsten! Cross-bar included.

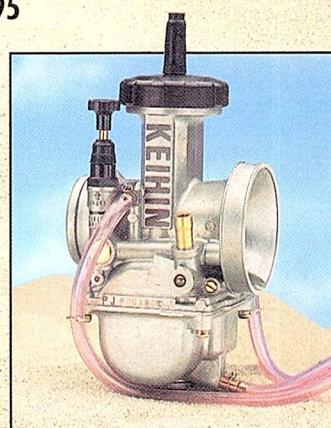
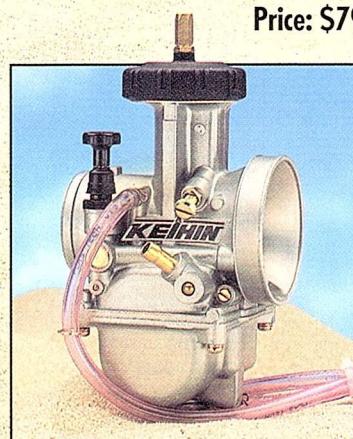
Alloy (polished) .....	\$69.95
Alloy (red or blue) .....	\$49.95
Steel (red, blue or white) .....	\$25.95
Steel (purple) .....	\$27.95



## SUPERCROSS CASEPLATES

■ Maximum protection for the undersides of your MX'er! DG SX Caseplates will absorb major abuse to help prevent undue damage to MX'er's frame and engine.

Priced from \$39.95 to \$64.95



## DG RACING CARBS

■ DG has a racing carb kit for virtually every MX'er ever made!! The most advanced "pre-jetted" Keihin carb kits available. Tuned for maximum performance and throttle response. All Keihin PWK, PJ, PE and PD series carbs are available. Priced from \$174.95 to \$244.95



## VINTAGE APPAREL

■ Relive the Glory Days of Motocross with DG's new line of "Vintage Series" T-shirts and sweatshirts! These conversational shirts will make you the center of attention when the bench racing begins and the old racing memories start flying.

■ Available with authentic CZ, Husky, Bultaco and Maico logo's replicated from the early '70's MX era.

White T-shirts.....	\$16.95	Ash T-shirts.....	\$18.95
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### PISTONS / RINGS

	Platons	Rings	YZ80	1993-94	41.92	
YZ80	1993-94	36.64	6.83	YZ80	1991-92	7.89
YZ80	1988-92	43.96	8.77	YZ80	1985-90	14.94
YZ80	1985-87	35.80	8.77	YZ80	1983-84	15.25
YZ80	1984	25.64	8.77	YZ80	1982	21.24
YZ80	1983	30.04	20.74	YZ125	1993-94	43.24
YZ80	1982	29.16	18.54	YZ125	1991-92	36.20
YZ125	1993-94	29.16	6.83	YZ125	1986-90	14.64
YZ125	1992	28.28	6.30	YZ125	1985	22.60
YZ125	1991	27.84	6.30	YZ125	1984	30.84
YZ125	1990	38.84	6.30	YZ125	1982-83	20.36
YZ125	1989	41.04	6.30	YZ250	1993-94	43.24
YZ125	1986-88	33.56	6.30	WR250	1993	36.20
YZ125	1985	36.64	6.30	YZWR250	1992	36.20
YZ125	1984	28.72	6.30	YZWR250	1991	41.04
YZ125	1983	40.60	6.30	YZWR250	1985-90	14.64
YZ125	1982	37.96	6.30	YZ250	1982-84	20.36
YZ250	1993-94	36.64	30.04	YZ490	1985-90	14.64
YZ250	1992	29.60	30.04	YZ490	1982-84	20.36
YZ/WR250	1991	28.72	24.23	WR200	1992	26.08
YZ/WR250	1989-90	40.60	22.56	WR500	1993	36.20
YZ250	1988	38.84	22.56	WR500	1992	41.04
YZ250	1986-87	42.80	22.56			
YZ250	1985	38.84	22.56			
YZ250	1984	41.48	24.32			
YZ250	1983	60.22	18.07			
YZ250	1982	43.68	26.96			
YZ490	1984-90	49.40	25.64			
YZ490	1982-83	53.40	25.64			
WR200	1992	26.52	15.08			
WR500	1992-93	49.40	25.64			
IT175	1982-83	37.52	20.36			
IT200	1984-86	34.88	14.90			
IT250	1983	49.40	23.00			
IT250	1982	40.16	24.32			
IT465	1982	38.84	28.72			
IT490	1983-84	55.03	25.64			

Piston and Rings Prices for "Standard".

Oversizes available at comparable prices.

Piston Kits available most models from 35.95

Includes Piston, Rings, Pin, Clips

### REAR FENDERS

	YZ80	1993-94	41.92
YZ80	1991-92	21.24	
YZ125	1985-92	25.95	
YZ125	1984	18.95	
YZ250	1986-92	29.95	
YZ490	1984-90	27.95	
WR500	1991-92	29.95	
TT600,XT	23.95		

Individual gaskets available for all Yamahas CALL  
**FRONT FENDERS**

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Complete Set 150.00

	YZ80	1993-94	41.92
YZ80	1983-84	15.95	
YZ125	1985-92	25.95	
YZ125	1984	18.95	
YZ250	1986-92	29.95	
YZ490	1984-90	27.95	
WR500	1991-92	29.95	
TT600,XT	23.95		

Yamaha Parts Microfiche

Specify 11.00

Complete Set 150.00

### HANDLEBARS

YZ80 1993-94 34.88

YZ80 1991-92 21.24

YZ80 1990 28.72

YZ80 1987-89 27.84

YZ250 1983-86 30.04

YZ490 1982-84 6.00

WR200 1992 12.50

WR500 1992-93 11.95

YZ125,YZWR250 1982-86 30.04

YZ125,YZWR250 1982 36.64

YZ125,YZWR250 1980 28.28

YZ490 1990-91 29.16

YZ490 1983-87 30.04

YZ490 1982 36.64

YZ125,YZWR250 1991-92 18.07

YZ125,YZWR250 1987-90 29.16

YZ125,YZWR250 1983-86 30.04

YZ125,YZWR250 1980 29.16

YZ125,YZWR250 1982 23.00

YZ125,YZWR250 1991-92 18.07

YZ125,YZWR250 1987-90 29.16

YZ125,YZWR250 1983-86 30.04

YZ125,YZWR250 1980 29.16

YZ125,YZWR250 1982 23.00

YZ125,YZWR250 1991-92 18.07

YZ125,YZWR250 1987-90 29.16

YZ125,YZWR250 1983-86 30.04

YZ125,YZWR250 1980 29.16

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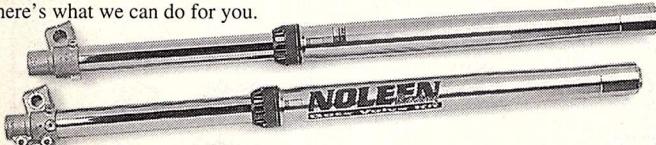
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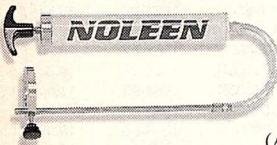


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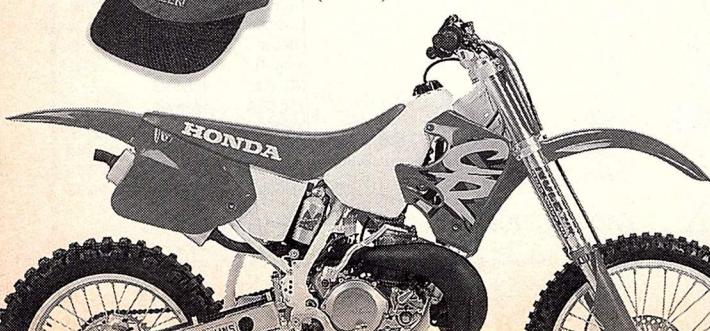
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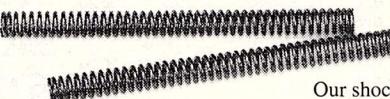
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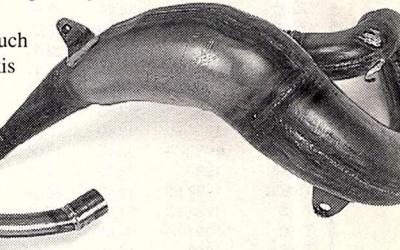
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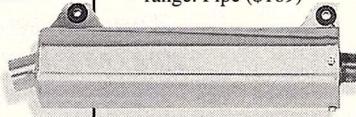


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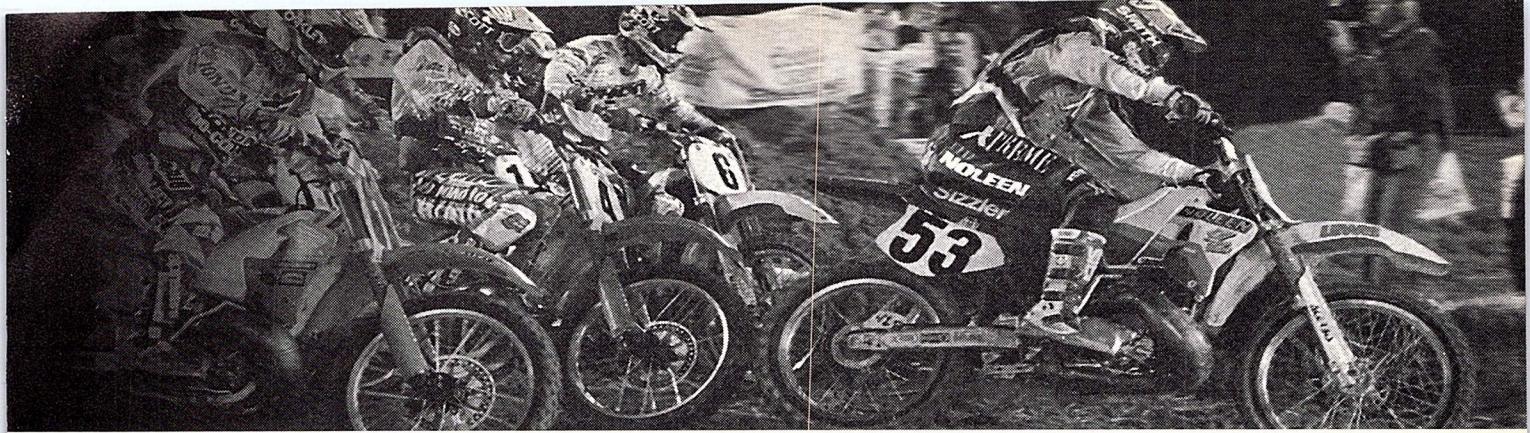
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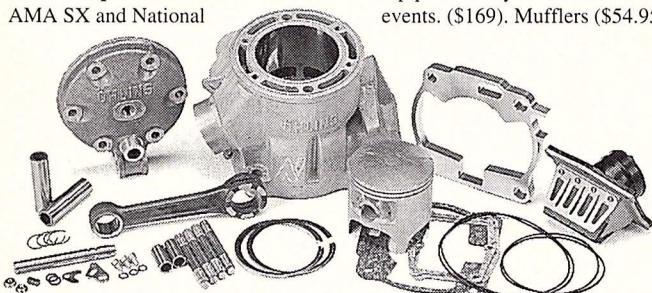
Can you say 'Holeshot'? The Team Noleen/Sizzler/Xtreme YZ250's ridden by Larry Brooks, Kyle Lewis, and Larry Ward have holeshot the first five SX main events of the '94 season. Virtually all of the products on these race bikes are available to you—we race what we sell.

**Fork Fix** Install our famous Works Base Valve Kit (\$89.95) yourself or send us your forks. Our complete Fork Fix features the Works Base Valve Kit, Noleen O-1 Fork Oil, blueprinting and polishing of the cartridge rod, and custom valving tuned to your exact weight and riding ability. (\$159.95)

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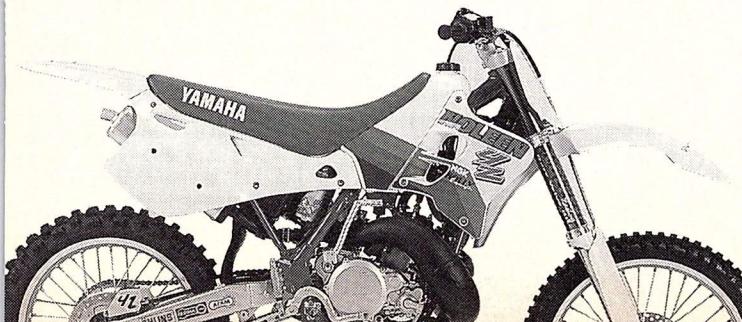
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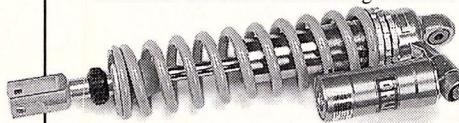
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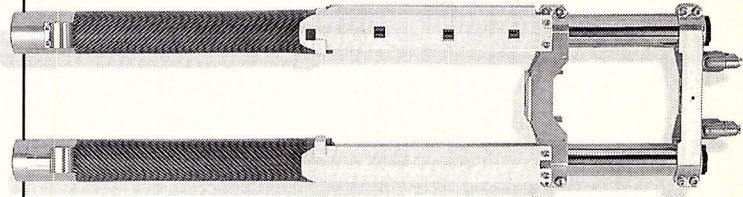


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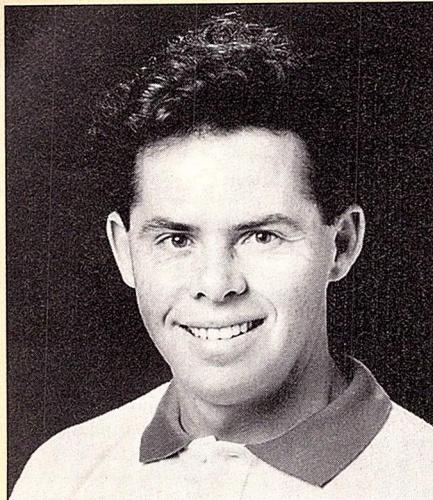
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#### HANGING IT UP

Dear MXA,

When Jeff Ward retired, so did my generation of motocross heroes. I was curious as to what the "great ones" are up to now, namely Broc Glover, Brad Lackey, Darrell Shultz, Mark Barnett and Jim Gibson. Also, how about running that classic photo of Magoo at the Rose Bowl doing his one-handed table top, just to show younger readers that Guy Cooper is following in some mighty awesome footsteps. One last thing according to my fading memory: Mark Barnett and Jeff Ward are the only non-Honda riders to win a Supercross title since 1980. Is this true?

Rob Kendall  
Santa Maria, CA

You forgot Mike Bell in 1980. Prior to 1980, Supercross Championships were won by Husqvarna ('74 500 class), Yamaha ('74 250 class), Can-Am ('75 250 class), Maico ('75 500 class), Kawasaki ('76) and Yamaha ('77, '78, '79).

#### KUDOS TO HONDA

Dear MXA,

It's about time! My hat is off to those at American Honda for choosing to enforce articles 1.5 and 1.6 of their rider's agreements. Hopefully, other teams will follow suit and help bring a little more professionalism and uniformity to the sport.

My firm was recently contracted to help organize a new team, which is negotiating with a non-industry sponsor to campaign the Mickey Thompson Off-Road Ultracross series. Although I had attended several Anaheim and Los Angeles Supercross races in the late '70s, I toured the pits of a Professional motocross event for the first time while attending the Anaheim and San Diego Supercross events this year with several members of this new team. I was quite surprised at the lack of uniformity among the teams in attendance, particularly the factory teams. Having a drag racing background... I

# MAIL ENTRIES



expected much more from the motocross and motorcycle industry.

This is not to say that I was completely disappointed. There were several independent teams with whom I was quite impressed and who seem to have done an excellent job with their programs. The SplitFire/Hot Wheels team, Sizzler/Noleen team and Honda of Troy team are three that come to mind.

Hopefully the factories will take a hard look at Hot Wheels, Noleen and Honda of Troy, and work at bringing a more uniform and professional look to their teams. Honda has taken a step in the right direction.

Donald Herndon  
Diamond Bar, CA

#### UPSIDE-DOWN LINK

Dear MXA,

Okay, what do I win? Obviously the DeVon Shock Link on Mike Craig's YZ is upside-down in the February issue on page 80.

Joe Ferro  
Pittsburgh, PA

#### UPSIDE-DOWN NUMBERS

Dear MXA,

I found that rider Jeff Matiasevich has the number 26 on his chest protector and number 7 on his bike. The photo is on page 42 of the March issue. Do I win?

Michael Redding  
Columbus, OH

#### UPSIDE-DOWN THINKING

Dear MXA,

I have a friend who thinks that he can bore his 125 out to 200cc without replacing the sleeve. I told him he would have to replace the sleeve, but he does not believe me.

Josh Krause  
Kiel, WI

Josh, he will not only have to replace the sleeve, but also the cylinder, the vise holding it and several fingers after the boring bar slices through to the outside. The biggest a 125 can be bored out to is 140cc, and that does not apply to most modern 125's (only the old style, steel liner, antiquated kind). □

GAINESVILLE, FLORIDA

# ROBBING NATIONAT



The 1994 outdoor season starts with a bang

By Chris Hultner

28 MOTOCROSS ACTION / JUNE 1994

# THE FIRST BANK



*In the mix: Team Suzuki's 125cc supercross sensation Damon Huffman gets the drop on the 125 National field at the start of the first moto. Damon is followed by Erik Kehoe (15), Denny Stephenson (27), Jeff Emig (6) and Ezra Lusk (17).*



# GAINESVILLE

□ The first National of the year has proven to be a good barometer for how the rest of the outdoor season will shape up. Bayle, Stanton, Johnson, Ward and Kiedrowski know the importance of nabbing the first National of the year; they have won at Gainesville in past years and gone on to win National Championships. Winning at Gainesville, by hook or by crook, is like stealing the inside line to the National Championship. If this rings true for '94, then Emig and LaRocco are in for stellar seasons. If you can win at Gainesville you can win anywhere. The Gainesville circuit has every kind of terrain imaginable. Sand, hard pack, loam, uphills, downhills, G-outs, big jumps, ruts, blue grooves, whoops and dust all contribute to make this a very challenging track to both rider and machine.

Even though the factory riders are still in supercross mode and haven't been able to test the outdoor bikes much, the importance of the first National weighs heavily on their psyches. At Gainesville the pack is a mixture of some riders just trying to gain points and not get hurt, and others riding with a clean slate and going for broke. The privateers and the mid-pack SX riders look at Gainesville as a second chance to salvage their dignity for the rest of the season. Either way, the first National plays an important role so riders can keep things fresh and not get too wrapped up in Jeremy McGrath's runaway supercross season.

## FROM DUST TO DAWN

Dust and lack of track prepping were the only major problems with the Gainesville circuit. Just two laps into the first 125cc moto, clouds of dust were hanging over the track and choking the estimated 10,000 spectators on hand. The lack of grooming caused the racing surface to become hard as concrete; blue grooves were everywhere. There were, however, some pretty cool additions to the already-tough course. A behemoth of a jump was created out of one of the many hillsides on the course. It resembled a road jump, unlike any we have seen in the past; only a select group of 250s were even attempting to air the monster leap. Team Suzuki's Jimmy Button crashed his brains out and wadded his bike after he shifted into a false neutral on the approach. The crash looked more hor-



rifying than it actually was, but it rendered Button's Suzuki unridable. Another difficult jump that most of the 125s couldn't do was a flat double in front of the grandstands. This jump had to be hit wide-open on a 125 to clear its chasm, and it was immediately followed by a 90-degree left-hand turn. We noticed a few riders who were spit over the berm. The hard-packed surface that covered most of the track made the course extremely fast and fairly smooth. The track was plenty wide with lots of room for passing and numerous lines through the turns—it provided for a ton of good battles.

**Fighter pilot:** Defending 250cc National Champ Mike Kiedrowski is having his most inconsistent season ever. He has been a slow starter in the stadiums and at Gatorback he was way off the leader's pace. However, Mike surprised everyone in the motocross community by winning the 250cc main at the Daytona Supercross the next weekend.

## DEPTH CHARGE

While supercross is having a hard time finding enough riders to fill a 20-man, 250cc gate, the outdoor Nationals are experiencing a sort of rebirth. At Gainesville more than 200 riders showed up to test their skill against the rugged course. Due to the

► **Trouble with Honda:** Team Honda's National debut was disappointing at best. Steve Lamson (4) scored the team's best finish of the weekend with second overall in the 125cc class. On the other hand, teammate Doug Henry (1) is having a tough go of it so far and is complaining of stomach problems.



## GAINESVILLE

► **Button-fly:** Team Suzuki's Jimmy Button reaffirmed his worthiness as a factory rider by running in the top three of the 250cc class at Gainesville—that is, until he slammed into the face of a giant jump and DNF'd. The next weekend at the Daytona Supercross, Jimmy won the 125cc main, narrowly edging out teammate Ezra Lusk on the last lap.

With talent like that sitting on the starting line, this season will provide the most intense racing we have seen in a long time.

### THE WINNERS

Outdoor motocross is tough. Long motos, rough terrain, high speeds and giant jumps contribute to the rugged conditions. The skills and techniques required to win in the Nationals differ greatly from those needed in the stadiums. Winning a National moto takes grit, heart, courage and sheer determination as opposed to the finesse, timing and a much more reserved attitude that supercross requires. Combining all these extraordinary attributes to win an overall at a National can elevate a rider to hero status. Here are the heroes from the season opener.

### BRIAN SWINK

Up until Gainesville, Team Suzuki's Brian Swink had a very lack-luster season. Rumors of a new emergence of the Swinkster surfaced prior to the start of the supercross season. Reportedly, he'd been training harder and was said to be ready to do battle with the top guns of supercross. However, the new, improved Swink has yet to live up to this billing in the stadiums. Swink surprised everybody in attendance at Gainesville with a decisive first moto win, leading, essentially, from start to finish. But the feeling among most who witnessed Brian's rout of the 250 pack was that he had exhausted all of his reserve energy in that first moto runaway. Sadly for Swink, this proved all but true as he jumped to an early lead in the second moto and "hit the wall" on the third lap. After Swink began to slow down he switched into defense mode and started using every line on the track in an attempt to thwart all challengers. His efforts were valiant, but his obviously diminishing stamina was like a red cape is to a bull for those following him. What happened next was like a feeding frenzy of the top ten on Swink's former position. Brian was shoved back to eighth.

### MIKE LaROCCO

Team Kawasaki's Mike LaRocco finished last season with his first ever 250cc National win at the final round,

large turnout, an all-time record for the season opener, the qualifying races ran long and the official start time was moved from 1:00 to 1:30 p.m. While the number of riders that showed up was significant, another refreshing development has taken place: the number of potential winners has risen dramatically also. The day before the race at Gainesville we polled a number of industry types to

see who they thought would win and, surprisingly, we rarely got the same answers twice. Some of the predicted moto and overall winners this season are: Mike LaRocco, Mike Kiedrowski, John Dowd, Jeff Stanton, Brian Swink, Mike Craig and Jeremy McGrath in the 250s; and Jeff Emig, Doug Henry, Ezra Lusk, Damon Huffman, Ryan Hughes, Robbie Reynard, Steve Lamson and Larry Ward in the 125s.

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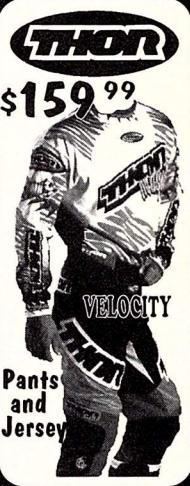


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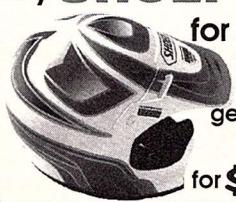
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# GAINESVILLE



**Contender:** Even though the new Jeff Stanton has yet to materialize, he is still thought of as a major threat in the 250cc class. Keep in mind that this season is the longest 250cc series in more than ten years (it's 12 rounds long), and Stanton is still one of the most consistent riders around.

and the 500cc National championship for the year. This year his supercross season has been littered with good but out-of-control rides that have left his competitors wondering where he learned to ride. Now that the Nationals have begun, LaRocco is favored to win the 250cc Championship. He still isn't getting good starts, but the wide tracks of the outdoor circuit will give him plenty of room to be as out of control as necessary. At Gainesville, LaRocco got top ten starts in both 250cc motos and was able to work his way to the front to pressure the leaders. In the first moto Mike caught Brian Swink early and forced the Florida native to use the entire width of the track, effectively zapping his energy. LaRocco was unable to pass Swink and settled into second for the remainder of the moto. It took LaRocco longer to reach the front of the pack in the second moto. Like a

lion on the prowl, he waited for his prey to tire before mounting the final attack, a very effective strategy. LaRocco moved into the lead at the halfway mark and won the moto and the overall for his efforts.

## JEFF EMIG

Like greeting a long lost friend, Team Yamaha's Jeff Emig has picked up where he left off—winning on his 125. With his dismal performances in 250cc supercross aside, Emig has been looking forward to his second chance to make something out of the '94 season. His second chance came at the National opener in Gainesville with consistent rides to win the 125cc overall. Emig would like to be one of the top dogs in the supercross heap but, in his own words, he has ended up more as the field-goal kicker. Jeff hasn't raced a 125 since the Motocross des Nations, but once again he has proved that he is the best 125 pilot on the planet. In the 125s he is the top dog!

## ROBBIE REYNARD

Prior to the '94 season, Robbie Reynard was plagued with injuries and many felt that his confidence had been



**Yogi:** Ezra Lusk is the brightest star of Team Suzuki's very potent 125cc squad. At Gainesville he and teammate Damon Huffman battled in both 125cc motos for top-five finishes, and both times Ezra came out on top.

**LaRocket:** Last season, Kawasaki's Mike LaRocco threatened to steal a few 250cc National wins away from teammate Mike Kiedrowski. This season Kiedrowski will be trying to gun down LaRocco. LaRocco went 2-1 for the 250 overall at Gatorback. ▶

shaken. Throughout his minicycle career, Robbie hadn't had to deal with the kind of pressure that comes with a factory ride. Back then he was simply the best. However, in the high stakes, high pressure world of professional motocross, the young Oklahoma native has learned that taking your lumps comes with the territory. But in the short time that he has been in the pro ranks he has established himself as a threat. In Robbie's first 125cc moto at Gainesville, it appeared that his nerves had gotten the best of him as he could only muster a ninth-place finish. Right from the start of the second moto it seemed that a great weight had been lifted off his shoulders, particularly after his poor first moto showing.



velocity = distance  
time

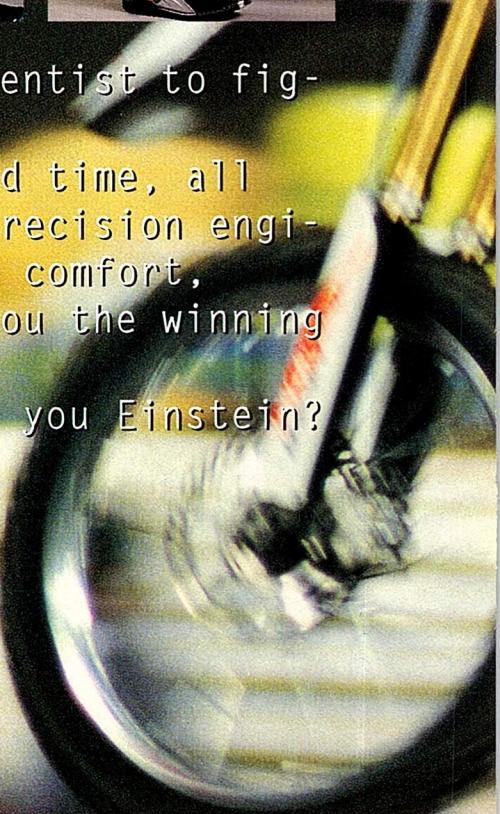


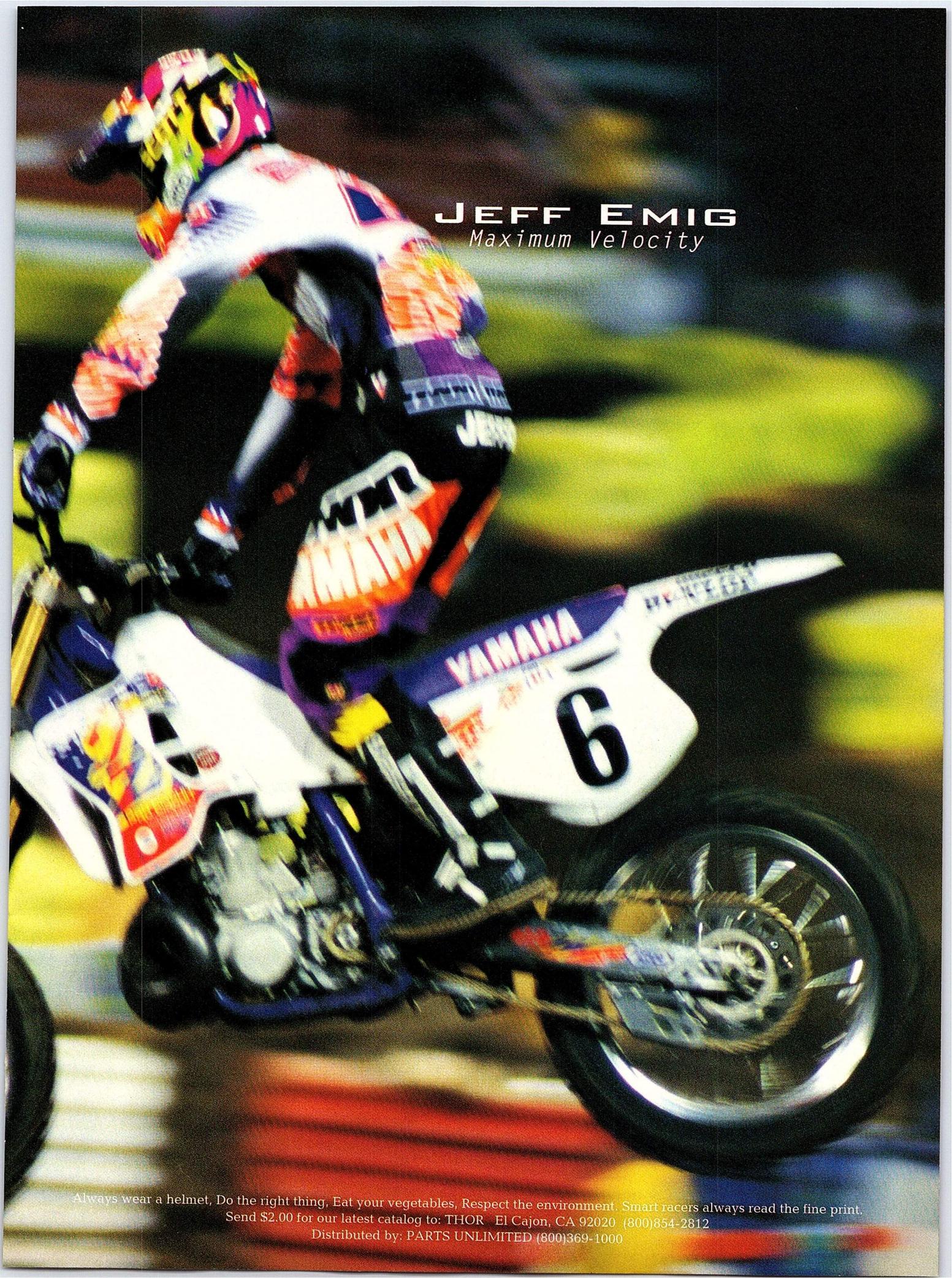
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# GAINESVILLE

► **Pep talk:** Team Honda/1-800-Collect's Steve Lamson could very well be the sleeper hit of the 125cc class. Lamson is known more as a follower than a leader, but he is more consistent than his 125 brethren. If he can stay in the top three every moto, then he could conceivably capture the 125cc title without winning a single race.

health problems to equipment failure, and the conversations often end with the same cliche: "Wait till next week." Pretty soon, "wait till next week" turns into "wait till next year," and all efforts to save the current season are abandoned. It's still too early in the series to trash-can the entire season, but these things have a way of snowballing week after week. One thing the 250s have going in their favor this year is the length of the season: 12 races instead of six or eight, as in years past. The 250cc series hasn't been that long since 1973, and as the 125s have shown, a lot can happen in a 12-race series.

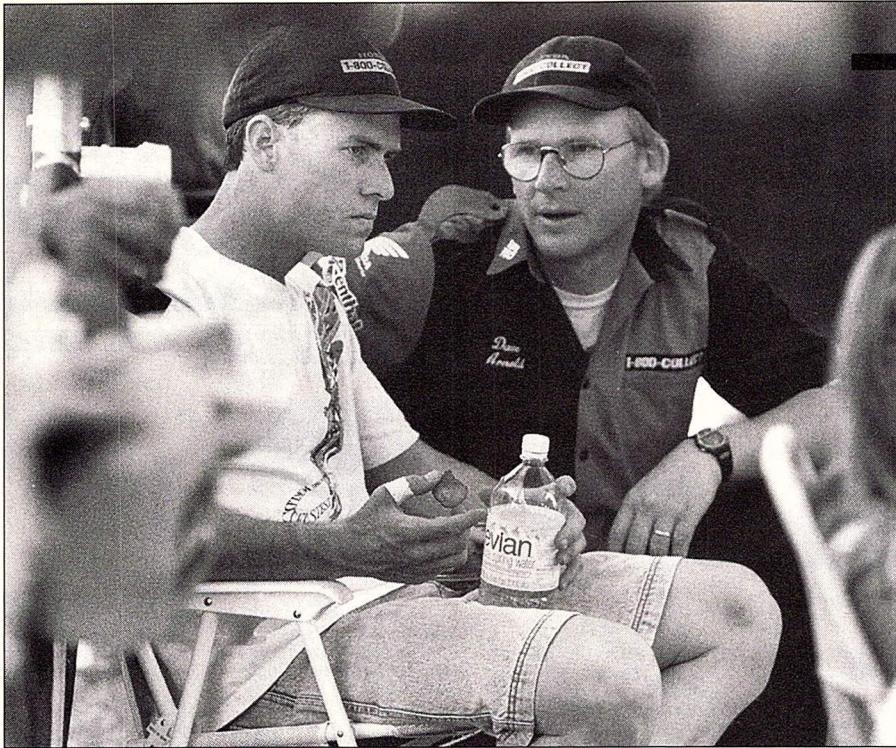
These are the riders that everybody expected to do well, and for reasons known or unknown, they didn't. The riders themselves hold the key to this puzzle, and they have their excuses—and some have even been heard to mutter the words "wait till next week."

## JEFF STANTON

Just a few short years ago Team Honda's Jeff Stanton could pull the most amazing rides out of his hat and win almost any race he entered. The new Jeff Stanton seems content to ride around in mid pack. Stanton's first 250cc moto at Gainesville was problematic at best; Jeff got a bad start and his steering bearing broke. Eventually, he finished eighth in the first moto. He got another bad start in moto two, but he was able to work his way up to third. Stanton is most likely in his last year as a pro MXer. He would like to go out winning, but the way things are going, it is an uphill battle. However, there is still time for Stanton to pull a few more tricks out of his hat, salvage his dignity and possibly win the 250cc National Championship. One thing we have learned about Stanton over the years: you can never count him out!

## MIKE KIEDROWSKI

Team Kawasaki's current defending 250cc National Champion, Mike Kiedrowski, is having his most inconsistent season ever. For years now Kiedrowski has been the most consistent rider on the circuit, but for some reason he is having a hard time kick-starting his '94 season. After the '93 season, Mike signed a three-year, million-dollar deal with Kawasaki, and some in



**Batting 500:** Team Kawasaki's phenom, Robbie Reynard, has won two of the last four 125cc National motos (he won a moto at Steel City last season and a moto at Gainesville this season), but he has yet to win two motos on the same day. On both occasions, he holeshot and led wire-to-wire. He has proven that he can win from the front, but he has yet to win from mid-pack.

► **Privateer parade:** Team Boyesen/Penske privateer John Dowd (16) blazed to a second-moto holeshot with Larry Brooks (31), Brian Swink (10), Jimmy Button (34), Jeff Matiasevich (21), Buddy Antunez (50) and Todd DeHoop (26) in high-speed pursuit. Before the end of the first lap, Swink caught and passed Dowd.

Robbie's second moto holeshot and subsequent runaway victory had the naysayers eating crow. Reynard has proven that he can win from the front of the pack, but he has yet to establish himself as a rider who can work up from mid-pack. Time will reveal if Reynard has what it takes to put together two winning motos, not to mention an entire season.

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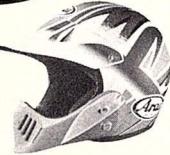
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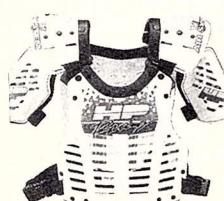
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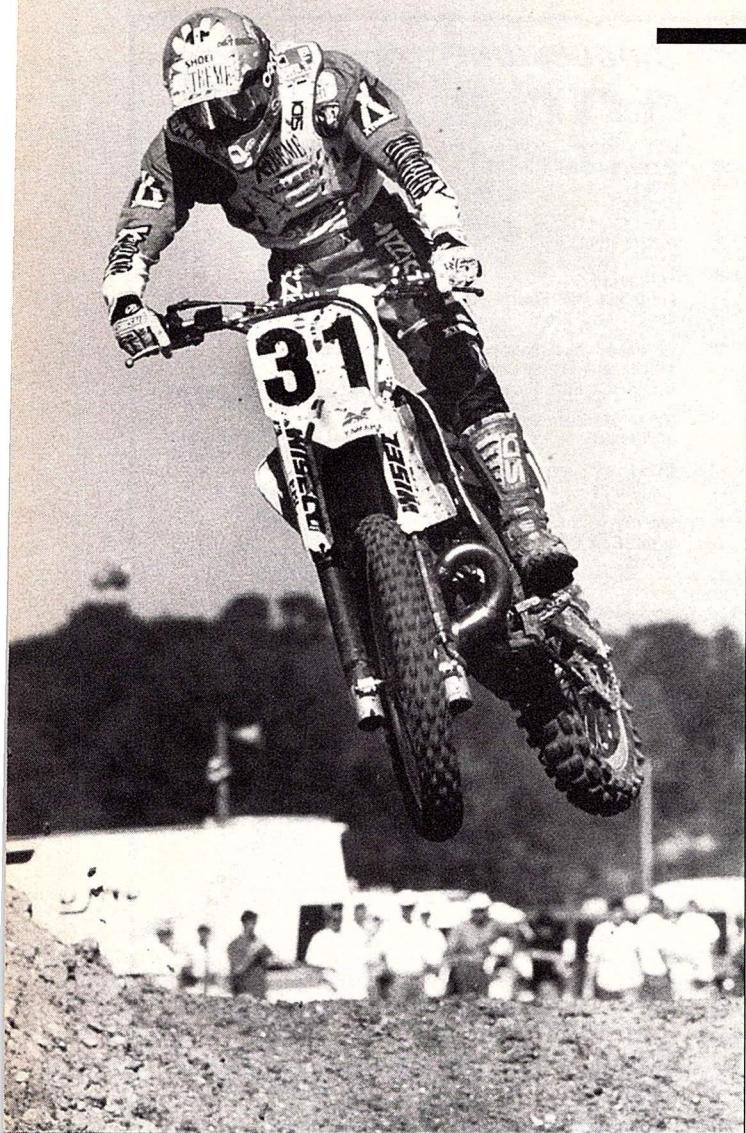
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# GAINESVILLE



**Debut:** Team Green's Kevin Windham made his pro debut at Gainesville, a few days after turning 16. Kevin's Bayle-esque riding style impressed a number of factory scouts on hand but his results were less than stellar: he finished 12-DNF for 17th overall in the 125cc class.

▲ **Aggression:** Team Noleen/Sizzler rider Larry Brooks had a promising day at Gainesville as he led a portion of the second 250cc moto. Larry gated well in both motos, with top-five starts. In the second moto he was running a close second behind Chicken Matiasevich until he wrapped his shift lever around his footpeg. He finished tenth overall.

the industry feel that he is resting on his laurels. Mike has always had a strong work ethic, and he usually can be counted on to get the job done. This year things just aren't going his way. At Gainesville Mike finished a distant third in the first moto and a very distant fourth in the second, after bad starts in both.

## DOUG HENRY

Defending 125cc National Champ Doug Henry is not having a banner season so far. Doug finished sixth in his first outing at the outdoor season opener and had to pull off the track in the second moto due to severe stomach cramps. He finished a disappointing 13th overall for the day. Doug attributes his poor finishes to a digestive disorder that his doctors have yet to diagnose. One theory is that Doug's stomach problems stem from stress caused by the clothing battle he is involved in, between Fox and Honda. However, Doug denies that he is even thinking about those things and says that he doesn't even know what is hap-

pening because his wife, Stacy, is taking care of those matters. In any case, Doug may only have until round two to resolve his health problems in order to defend his title in the highly competitive 125cc class. If he has another bad moto he could end up too far behind in points to close the gap.

## JEREMY MCGRATH

Team Honda's Jeremy McGrath has the talent to win outdoors, but he doesn't possess the desire. Since last season Jeremy has become a supercross phenomenon by winning nearly every stadium race he has entered, but he has been unable to back up his indoor success by winning Nationals. Jeremy is the first of a "supercross only" breed of riders that is popping out of the wood-work. By his own admission, the Nationals don't excite Jeremy, and he would be perfectly content if he only had to race supercross. McGrath's main goal at Gainesville was to get through the race unscathed. He did... and he finished an unspectacular sixth overall in the process.

▲ **Swinkster:** Team Suzuki's Brian Swink blew the doors off the competition during the first 250cc moto. It looked like Brian was going to repeat his first-moto rout in the second moto, until his body gave out and he started going backwards. ►

## THE SURPRISES

Americans love the underdogs. Those who struggle against adversity, fight for recognition, give their all and sacrifice everything for their passion hold a special place in the hearts of motocross fans everywhere. When an underdog performs well in competition, his accomplishments should be heralded, because otherwise he is ignored. These may be the riders who have tasted victory in the past and are now trying to re-kindle a career that has gone south, or they may be the new breed of young warriors working to make a name for themselves, or they could be the riders who have never been victorious and are now past their prime but sticking around for the love of competition. Whoever the underdogs may be, their place in





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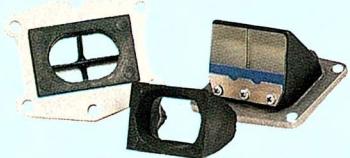


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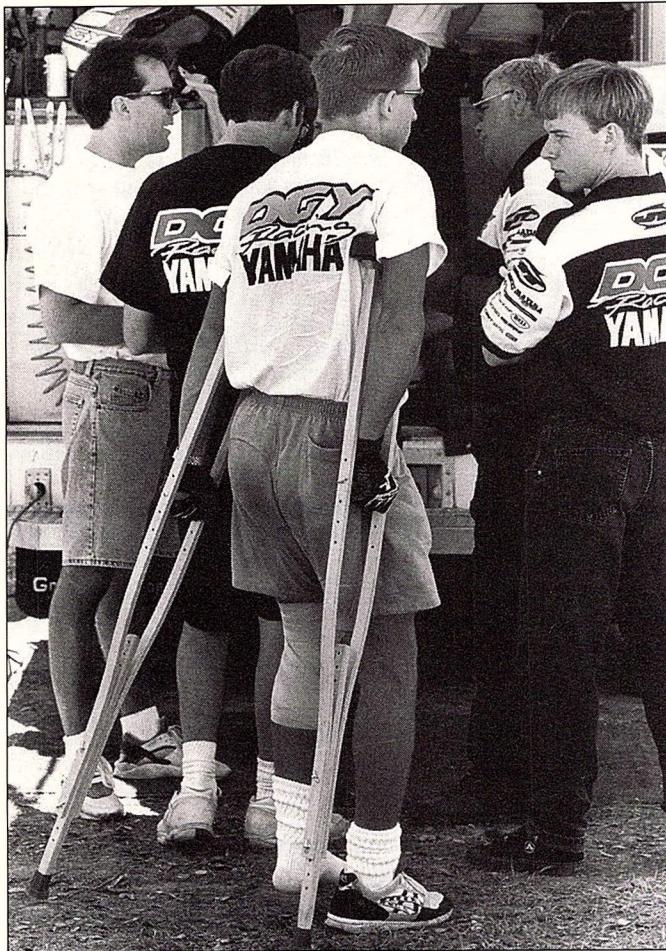
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# GAINESVILLE



**Twist and shout:** In a freak practice accident, Team DGY's Jeff Dement damaged the cartilage in his left knee. Jeff didn't crash in the incident, but he was unable to ride the National. His knee injury was the second such occurrence to befall a Yamaha rider before Gainesville; Mike Craig suffered a twisted knee when he tripped over a boot in his hotel room.

**Jeffro:** Team Yamaha's Jeff Emig has finally ditched his late-bloomer status in the outdoor Nationals. Jeff won the first 125cc National of the year at Gainesville, with a consistent 1-3 score.

the sport is vital. At Gainesville the underdogs stole the show.

## JIMMY BUTTON

Last year, Team Suzuki's Jimmy Button left Gainesville in an ambulance. This year Jimmy just wanted to get through the race uninjured. He accomplished that, and he turned a lot of heads in the process. Button had a tremendous amount of bad luck last season, beginning with his crash at Gainesville; in fact, Button has never had any luck at the Florida track. Things seemed to be looking up for the Suzuki rider at this year's season opener. In his first 250 moto, Jimmy rode to a strong seventh place finish. In the second moto Jimmy got a top-

five start, and he even passed the eventual winner Mike LaRocco. Jimmy was hanging with the front runners until he miss-shifted just before he hit the approach of the monster step-up. Button's bike slammed into the face of the mammoth leap, and Jimmy was sent flying over the bars, landing on top of the plateau. Everybody standing on the jump thought there was no way Jimmy should have walked away from that crash, but he got right up and wanted to get back in the race. When Jimmy got back to his bike he found that it was too bent-up to ride; Button's day was done. Had Jimmy not crashed he would have, most likely, finished in the top five overall. If Jimmy can avoid the mishaps he had at Gainesville, he should do well this year; he definitely has the speed.

## JOHN DOWD

John Dowd is often overlooked, but he is never overshadowed. Dowd is the best privateer rider in the sport today! For this season Dowd is riding for the Boyesen/Penske team and he's on fire. John holeshot the second 250cc moto in front of the astonished fans who lined the fences at Gatorback Raceway. However, his lead was short-lived, as Brian Swink gained

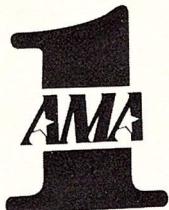
**Agoraphobia:** If there is one aspect of motocross that Team Honda's Jeremy McGrath doesn't like, it's the outdoor Nationals. He has the skill and the speed to win, but lacks the determination that the outdoors requires. If Jeremy doesn't get motivated to win Nationals, then he will never be considered one of the sport's great riders.

control of the number-one position before the end of the first lap. Dowd stayed in the fray of the top five for the rest of the moto, and he had one of the most consistent overall scores for the day, a 5-2 for second overall.

## JEFF MATIASEVICH

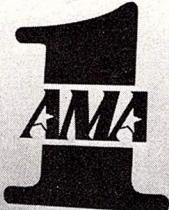
Jeff Matiasevich has gone from big rigs to box vans to rent-a-vans in the span of just two years. Team Kawasaki let Chicken go at the end of the '92 season due to his lackluster rides and attitude. Team Suzuki picked up Chicken for the '93 season, hoping to tap into his star power and further hoping that he would turn himself around and start riding to his potential. At the end of the '93 season, Suzuki let Chicken go. Now Jeff is a true privateer, working out of the back of a Budget rent-a-van, and he is having one of his best seasons in a long time. All of Jeff's expenses—hotels, air-

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## GAINESVILLE

fares, mechanic and rental car—are out of his own pocket. Despite (or because of) the change from sponsorship pressure to financial necessity, Jeff is regaining his speed of a few years ago. At Gainesville Jeff led the second 250cc moto for four laps as he was the first rider to take advantage of Brian Swink's exhaustion. Chicken held on long enough to finish fourth in the moto and seventh overall. Jeff hopes that all his hard work and good results will put him back in good graces with the factories. Sadly for Jeff, motocross history has shown that once a rider has lost his factory ride and is forced back into the privateer ranks, that factory ride is gone forever.

### EZRA LUSK

Team Suzuki's Ezra Lusk is tired of learning and gaining experience; he's ready to win. Last year, Ezra's wild riding style made him one of the most feared riders on the track. The other racers were afraid to get anywhere near him for fear of being taken out when he lost control. For Ezra, losing control was a common occurrence. This year Ezra is a new man. He's calmed down considerably, but he is still the most feared rider on the track.



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## GAINESVILLE

Now it's because he's winning! Ezra is decimating the competition in the 125cc Eastern region supercross events, and his speed is carrying over into the 125cc Nationals. Ezra and his Suzuki teammate Damon Huffman had a heated battle for virtually the entire first 125cc moto at Gainesville, but in the end Lusk prevailed. There have been a lot of comparisons made concerning these two young up-and-comers, but so far Ezra has come out on top every time they have met. Many feel Ezra will win a National this year, and it could come as soon as round two at Hangtown.

### RYAN HUGHES

Ryan Hughes is one of the most aggressive riders in the 125cc class. His lap times get progressively faster in the early portions of a moto, until he inevitably crashes. In the past, that has been the reason for his numerous injuries, and his inability to remain healthy for an entire season. Nonetheless, he remains one of the fastest riders on the tour. This season, HotWheels/SplitFire/Pro Circuit head honcho Mitch Payton asked Ryan if he wanted to come ride for his 125cc Supercross/National team and Hughes

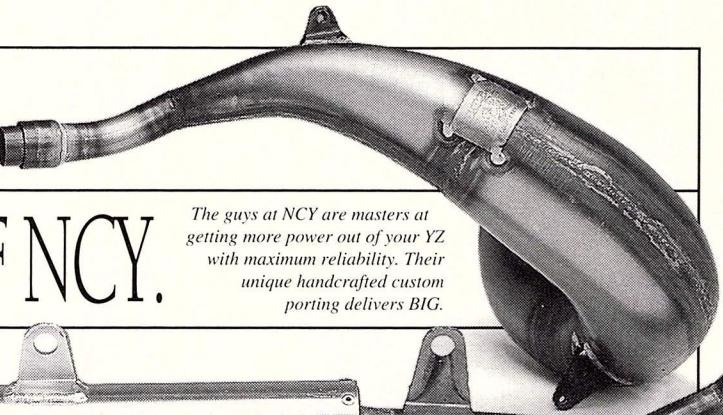
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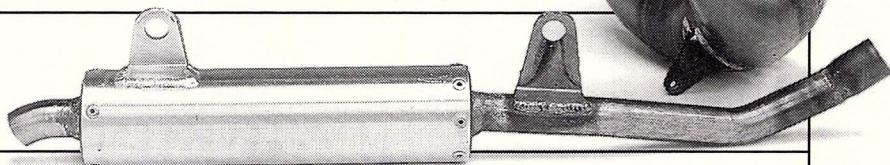


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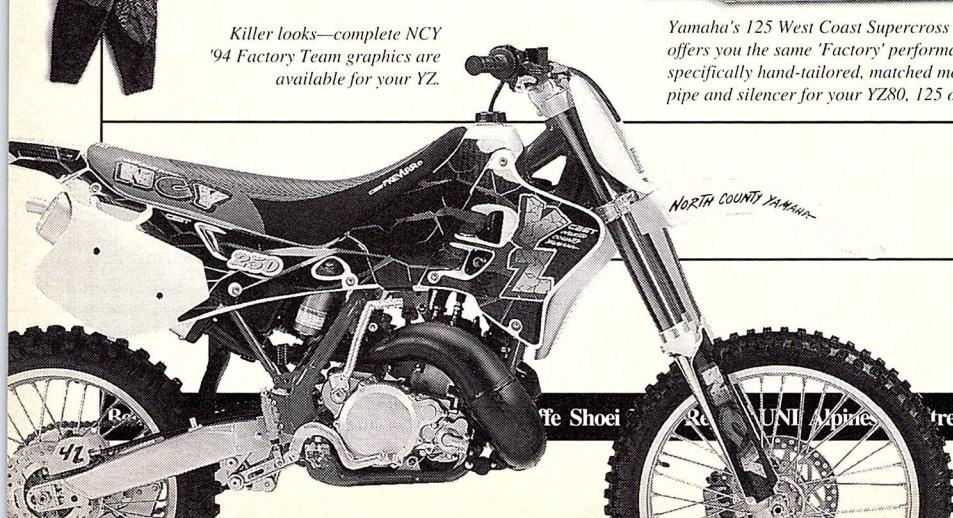


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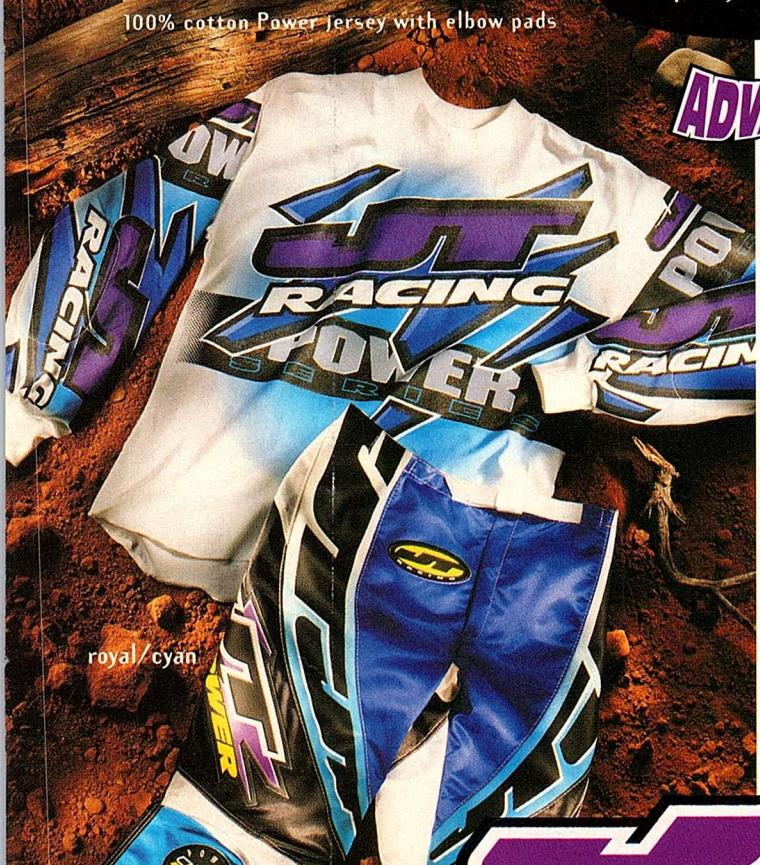
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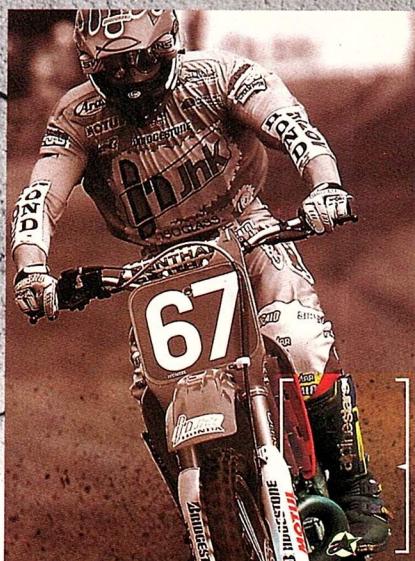
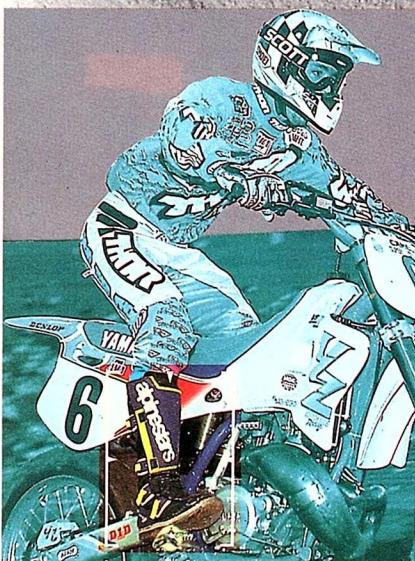
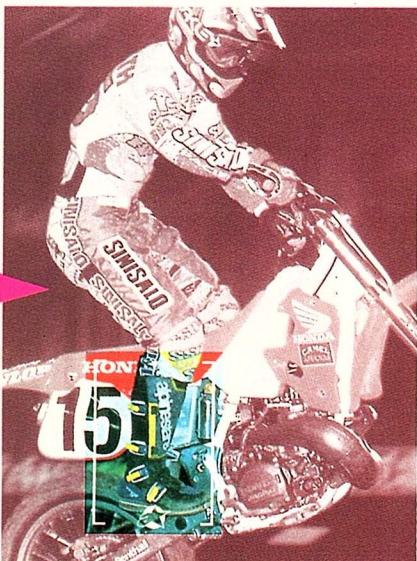
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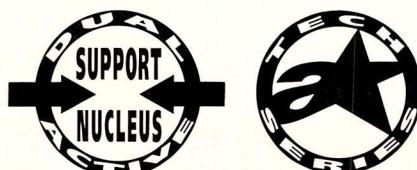
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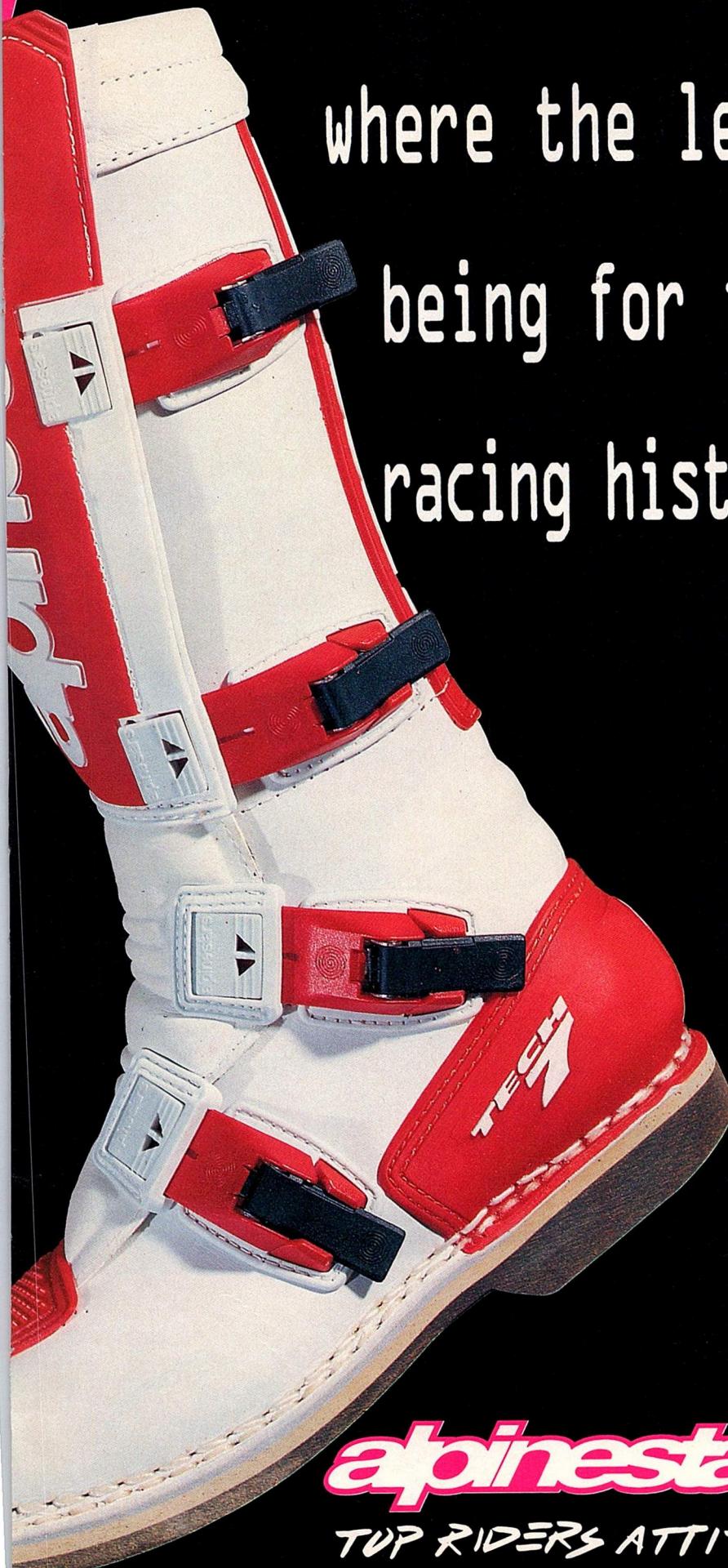


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with Jeremy  
McGrath...

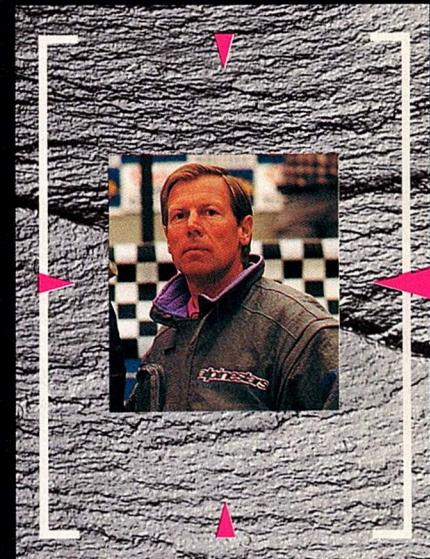
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of the  
Nationals  
with Jeff  
Emig...

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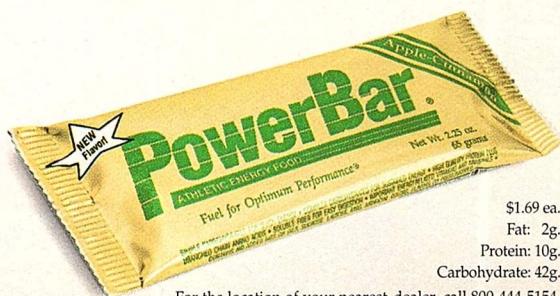
1992 250 Supercross champion

1990 250 Supercross champion

1989 250 Supercross champion

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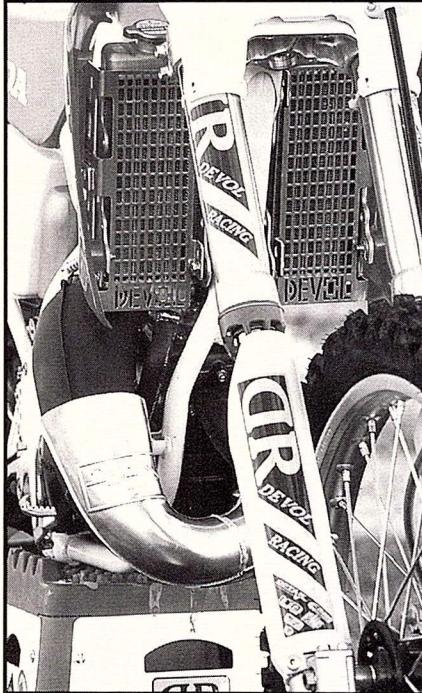
accepted. Earlier rumors were that Ryan was demoted to the HotWheels/SplitFire team from Kawasaki to make room in the Big Rig for rising star Robbie Reynard. Those rumors proved to be false, as Ryan is still considered a factory Kawasaki rider; the only difference is that now he gets a lot more personal attention. Ryan is having his best year ever, as he has won a 125cc supercross and led the first 125 National (for five laps, until his clutch shaft broke, dropping him back to fifth). In the second 125cc moto at Gainesville, Ryan rode to a solid sixth, giving him sixth overall for the day. It seems that all the personal attention Ryan is getting is paying off: he has mellowed out and he has remained healthy. If that trend continues, Ryan will be winning more races by season's end.

## THE NO-SHOWS

The worst thing that can happen to a rider is to be injured, especially when that injury occurs on the eve of a big race, and especially when you're considered one of the favorites. For Mike Craig and Jeff Dement this was the case. Both riders are strong outdoor competitors and both riders suffered

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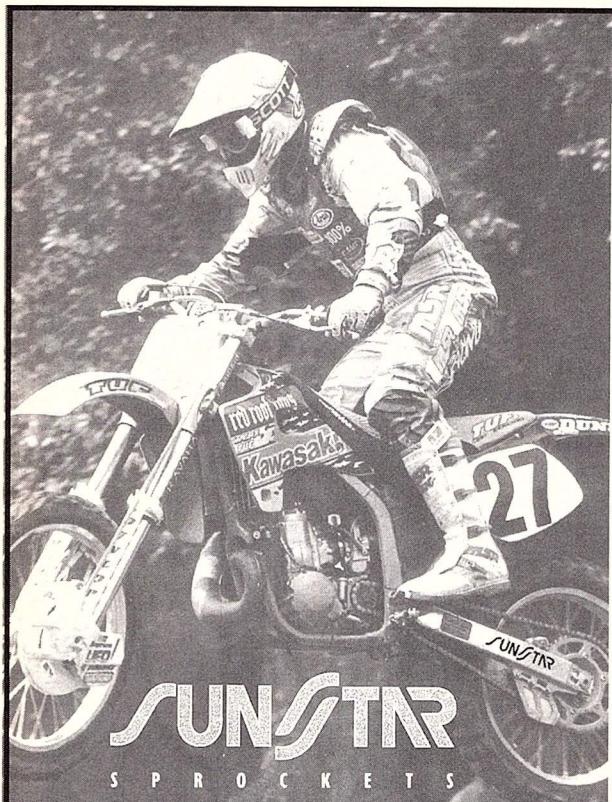
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## GAINESVILLE

strange injuries during the week prior to Gainesville. Had they competed, the final results may have been radically altered . . . we'll never know.

### MIKE CRAIG

Wednesday night before the Gainesville National, Mike Craig suffered one of the most bizarre accidents that we have heard of in a long time. In the middle of the night, while in his hotel room, Mike got out of bed to use the restroom. In a sleepy stupor, walking through his darkened room, Mike stepped on one of his Doc Marten boots and tripped, twisting his knee. Doc Marten boots are constructed of stiff leather, and when new, they are not very pliable, so when Mike stepped on it, and there was no give, he fell. The next morning Mike got on a plane and headed for home, unable to ride. However, Mike was able to race the next week at Daytona.

### JEFF DEMENT

Team DGY'S Jeff Dement was another pre-race casualty in Florida. Dement jammed his left leg while practicing at Gainesville. Jeff didn't crash or anything; he just landed hard off a jump and injured his knee. The

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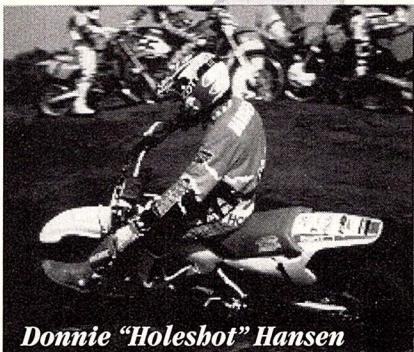
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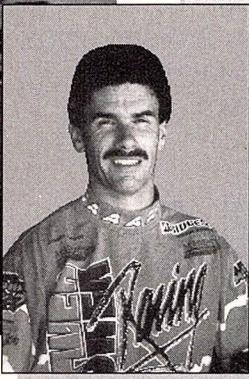


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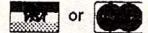
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unfortunate incident will have Dement out of action for at least two weeks. Chad Pederson will have to carry the DGY banner by himself for a while. □

### RESULTS:

#### 125/250 NATIONAL, ROUND 1

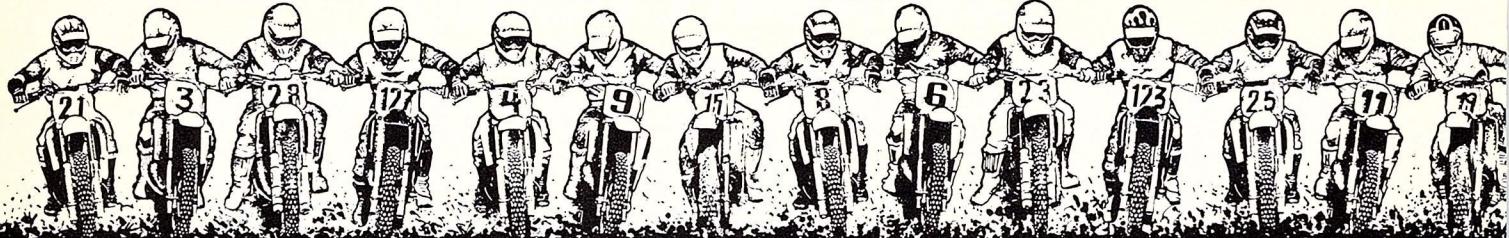
Gainesville, FL

##### 250 Class

1. Mike LaRocco (Kaw)	2-1
2. John Dowd (Yam)	5-2
3. Brian Swink (Suz)	1-8
4. Mike Kiedrowski (Kaw)	3-5
5. Jeff Stanton (Kaw)	8-3
6. Jeremy McGrath (Hon)	4-6
7. Jeff Matiasevich (Yam)	12-4
8. Doug Dubach (Yam)	6-9
9. Larry Brooks (Yam)	10-10
10. Kyle Lewis (Yam)	15-7

##### 125 Class

1. Jeff Emig (Yam)	1-3
2. Steve Lamson (Hon)	4-2
3. Ezra Lusk (Suz)	2-4
4. Robbie Reynard (Kaw)	9-1
5. Damon Huffman (Suz)	3-5
6. Ryan Hughes (Kaw)	5-6
7. Tim Ferry (Hon)	7-10
8. Mike Brown (Hon)	13-7
9. James Dobb (Kaw)	11-12
10. Larry Ward (Yam)	16-8



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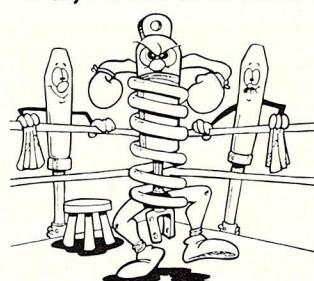
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## The One Thing Doug & Jeff Have In Common.

Doug Henry and Jeff Emig are serious rivals. This year they will wage another incredible battle for the 125cc National Championship. They wear different clothes, ride a different brand of motorcycle, and live in different parts of the country.

There is just one thing these two competitors do agree on: when it comes to motocross helmets, there is no other choice but a Shoei.

The latest innovation from Shoei, the all-new "Flash" design was created exclusively for the VF-X by the

leader in custom graphics: Troy Lee Designs.

The most popular helmet in motocross, the Shoei VF-X features a Snell M90 approved, Fiberglass/ Kevlar®/Carbon Fiber shell. The soft, comfortable interior liner provides sweat absorption and is removable, washable, and fully replaceable.

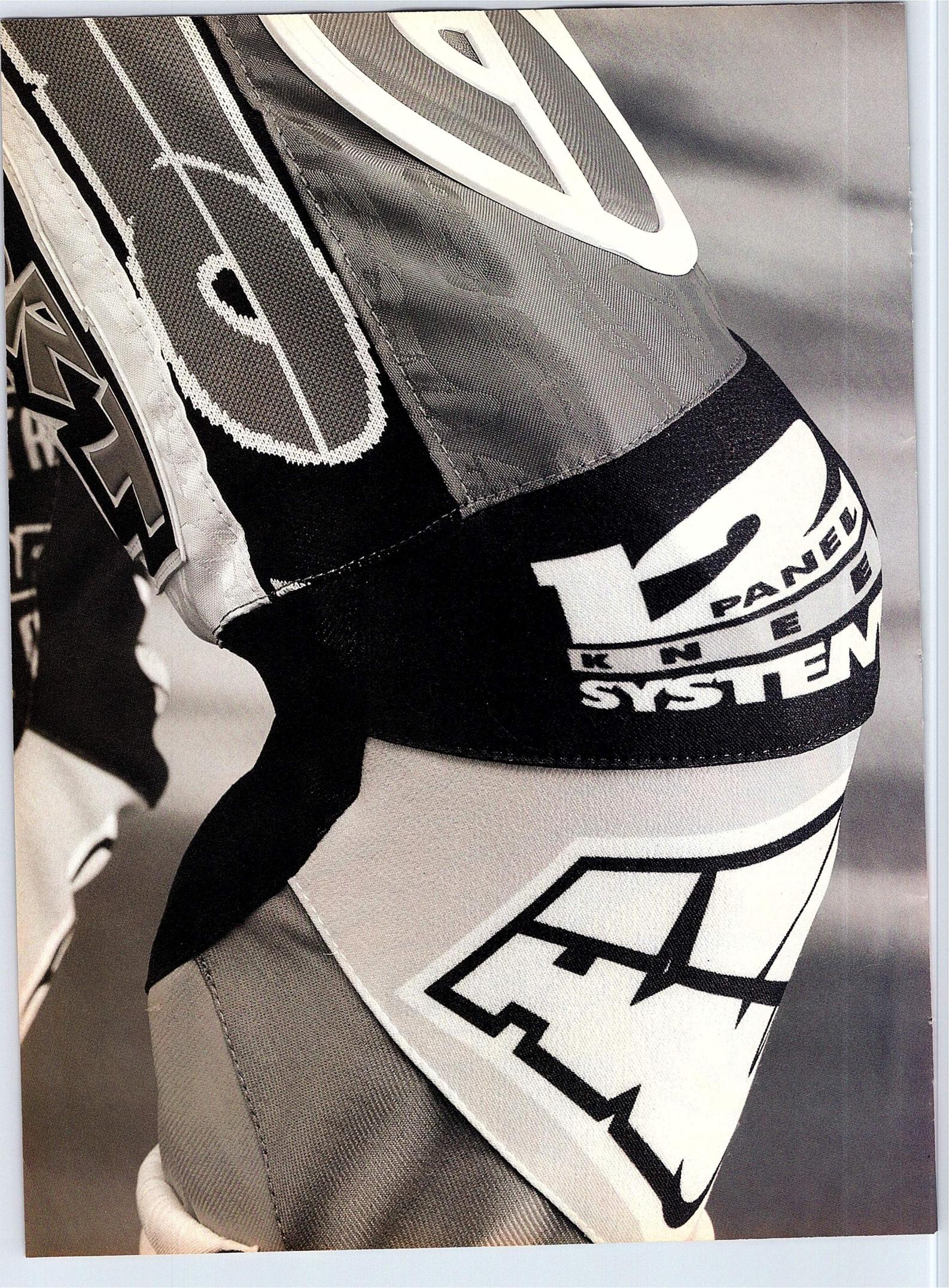
The "Ballistic" is our new graphic on our FX-2: a great off-road helmet that you don't have to be a pro to afford. The Shoei FX-2 has a

lightweight fiberglass shell and a hi-tech ventilation that insures a smooth flow of air. The padded inner lining is snug, yet comfortable, with excellent moisture absorption.

The rivalry between Doug and Jeff may go on for a while, but you can pick up a new "Flash" VF-X or "Ballistic" FX-2 at your local Shoei dealer right now. Then watch and see who wins this year's 125cc National Championship. One thing is for certain, he'll probably be wearing a Shoei.



FX-2  
TC-6



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# The AXO 12 Panel Knee System. Because your knees were designed to bend.

## Introducing the new Series 141 pant.

O.K., shut your eyes and try on a pair. The moment you do, you'll notice the Series 141 pants feel completely different than any pant you've ever tried. That's because it's designed differently than any other pant. Casting aside traditional tailoring methods, AXO designers created a standard by which all future pants will be judged.

**Panel 1:** Made of durable stretch Kevlar®, this panel is positioned higher on the knee, giving you maximum protection for this high-wear area. It also gives you much needed flexibility in the area on top of the knee cup, for greater comfort.

**Panel 2:** This Kevlar® panel covers and protects the largest area of the knee. Note that it's sewn with a curved seam. This creates a round "basketball-shaped" area, providing you with additional knee room, front to back.

**Panel 3:** A Kevlar® panel runs from the upper thigh to the lower calf. Over 40 square inches of protective Kevlar® are used in this panel alone.

**Panel 4:** AXO's exclusive Stretch Cordura fabric is used here. There's no cuff and the Stretch Cordura is softer, more comfortable and breathes better than standard nylon material. It's used in this place specifically for its lighter weight, so it fits snugly inside your boot—without any uncomfortable bunching.

Using six panels per leg, the Series 141 pant combines over 220 square inches of durable Kevlar® material combined with AXO's exclusive Stretch Cordura fabric. These fabrics are unusually flexible, stretching in four different directions. And because they're sewn into six panels — approximating the shape of the human knee, they move in the same exact way your knee and leg move.

With this innovative new design, the Series 141 pant puts an end to two of the biggest problems in conventional riding pants: bunching up of material and restricted movement in the knee area. The result: a pant that's closer fitting and more comfortable than any riding pant you've ever experienced.

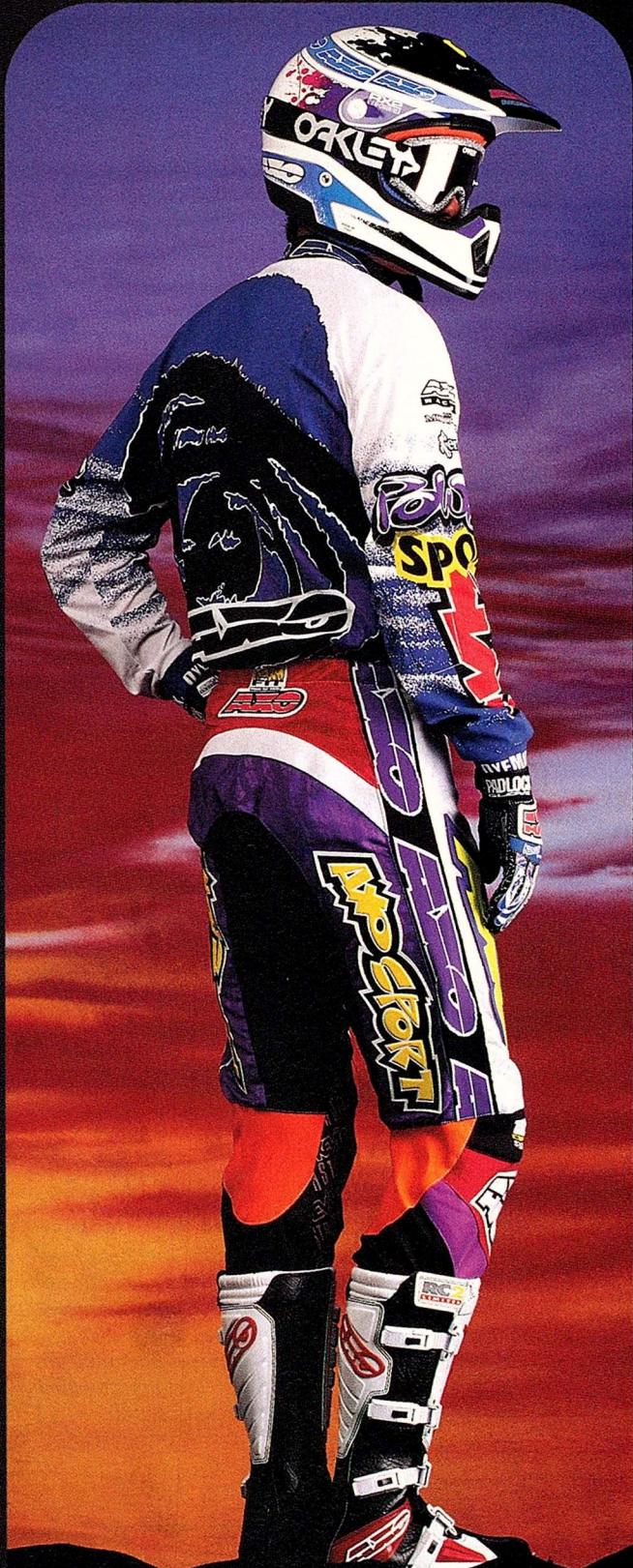
**Panel 5:** This rear stretch Cordura teardrop-shaped panel is positioned behind the knee and is sewn in a concave shape to move as your knee moves; once again eliminating the bulk and bunching of excess material that's so common with other pants.

**Panel 6:** This panel wraps around your entire calf. Using only one seam, this part of the pant conforms precisely to your leg, like a cycling tight—again, eliminating any extra material that can bunch up in this area.



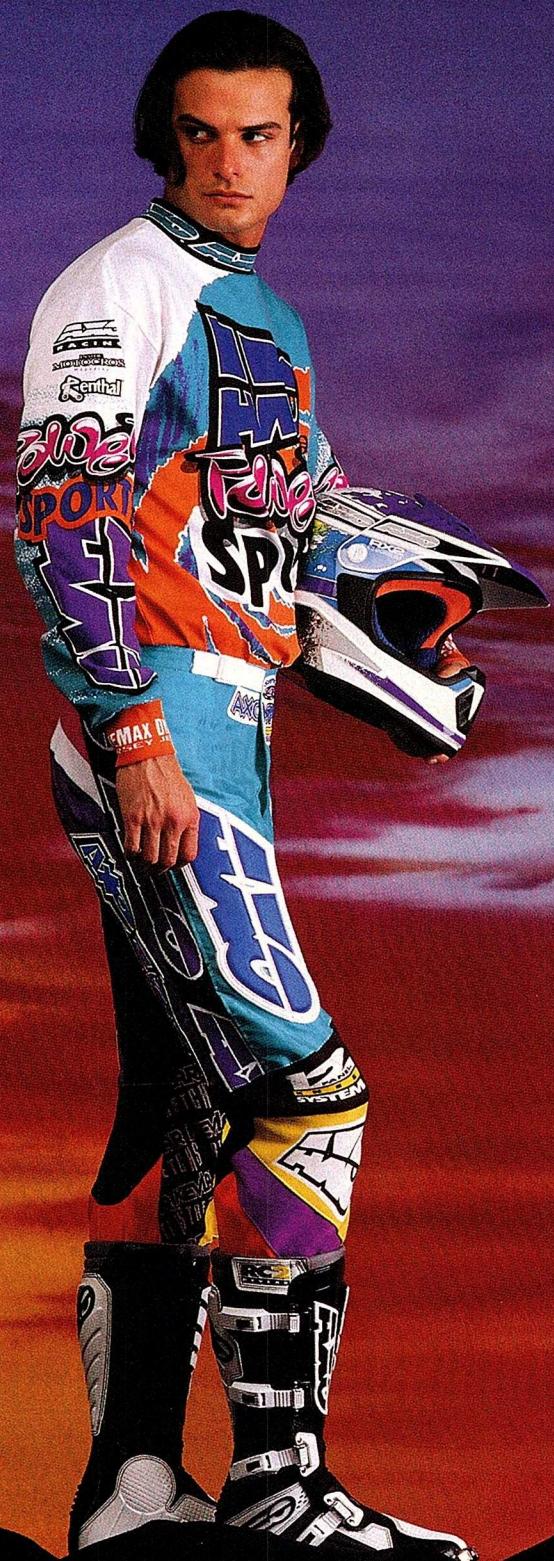
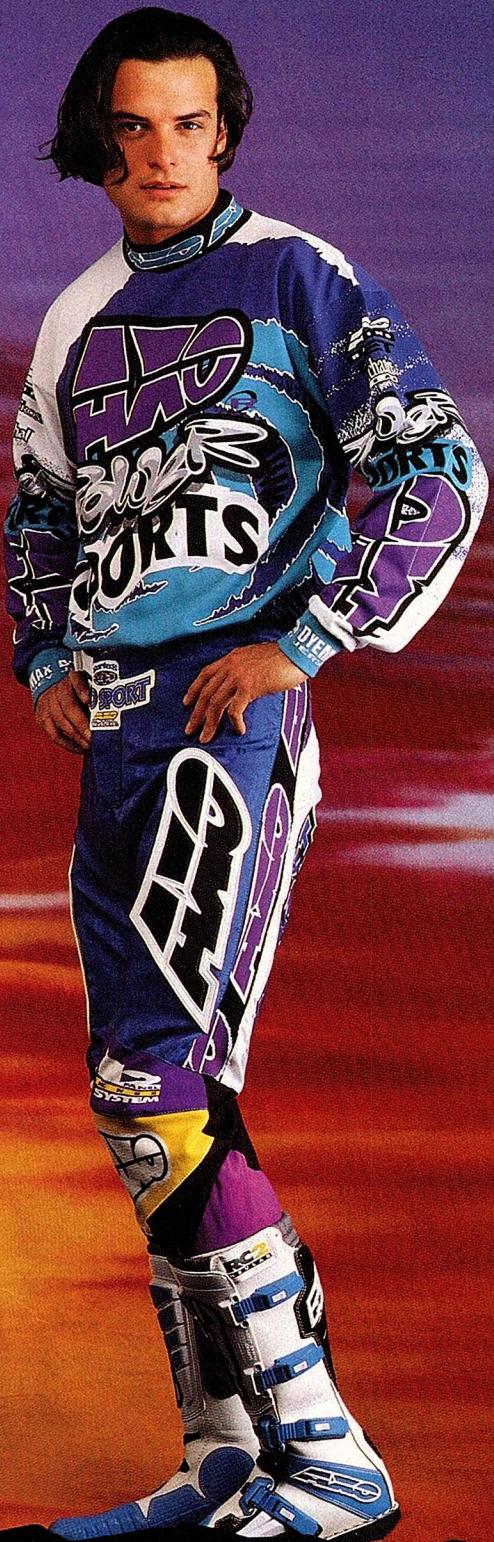
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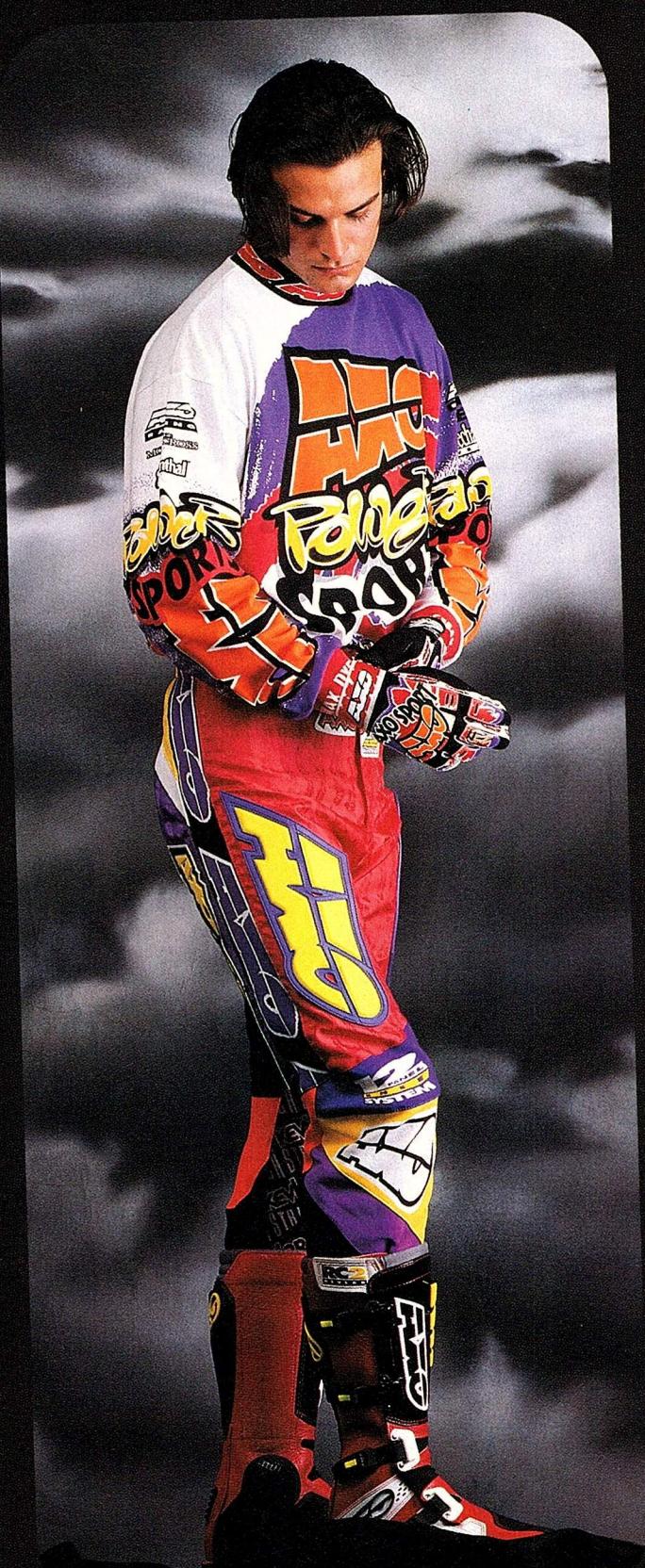


**Series 141 Pants** Yellow, Sizes 28-38, \$159.00  
**Aquator 3 Jersey** Red/Purple, Sizes M-XXL, \$59.00  
**RX-2 Helmet** Red/Purple, Sizes XS-XXL, \$249.95  
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**Series 141 Pants** Royal, Sizes 28-42, \$159.00  
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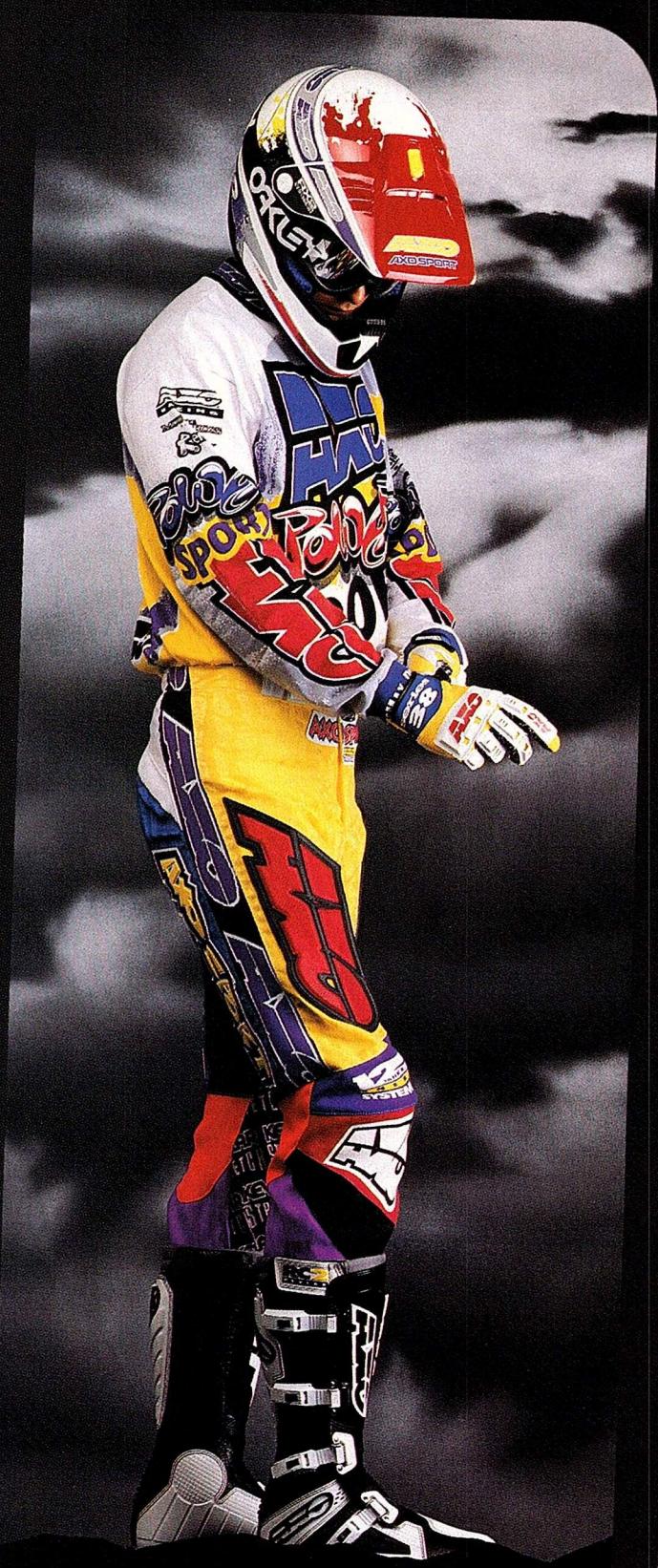
**Series 141 Pants** Turquoise, Sizes 28-38, \$159.00  
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**RX-2 Helmet** Purple/Black/Grey, Sizes S-XXL, \$249.95  
**RC-2 Boots** Black, Sizes 5-14, \$229.00



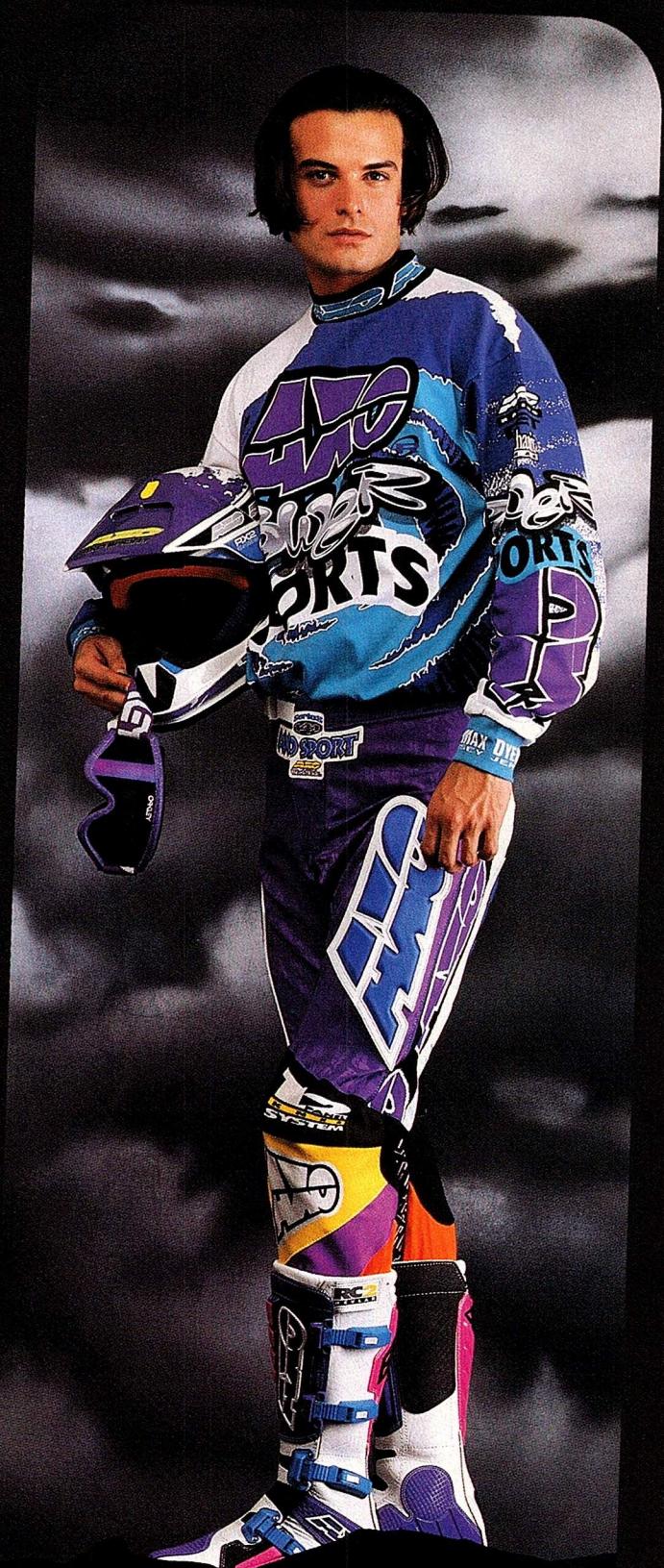
**Series 141 Pants** Royal, Sizes 28-42, \$159.00  
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**RC-2 Boots** White/Purple/Pink, Sizes 6-13, \$229.00



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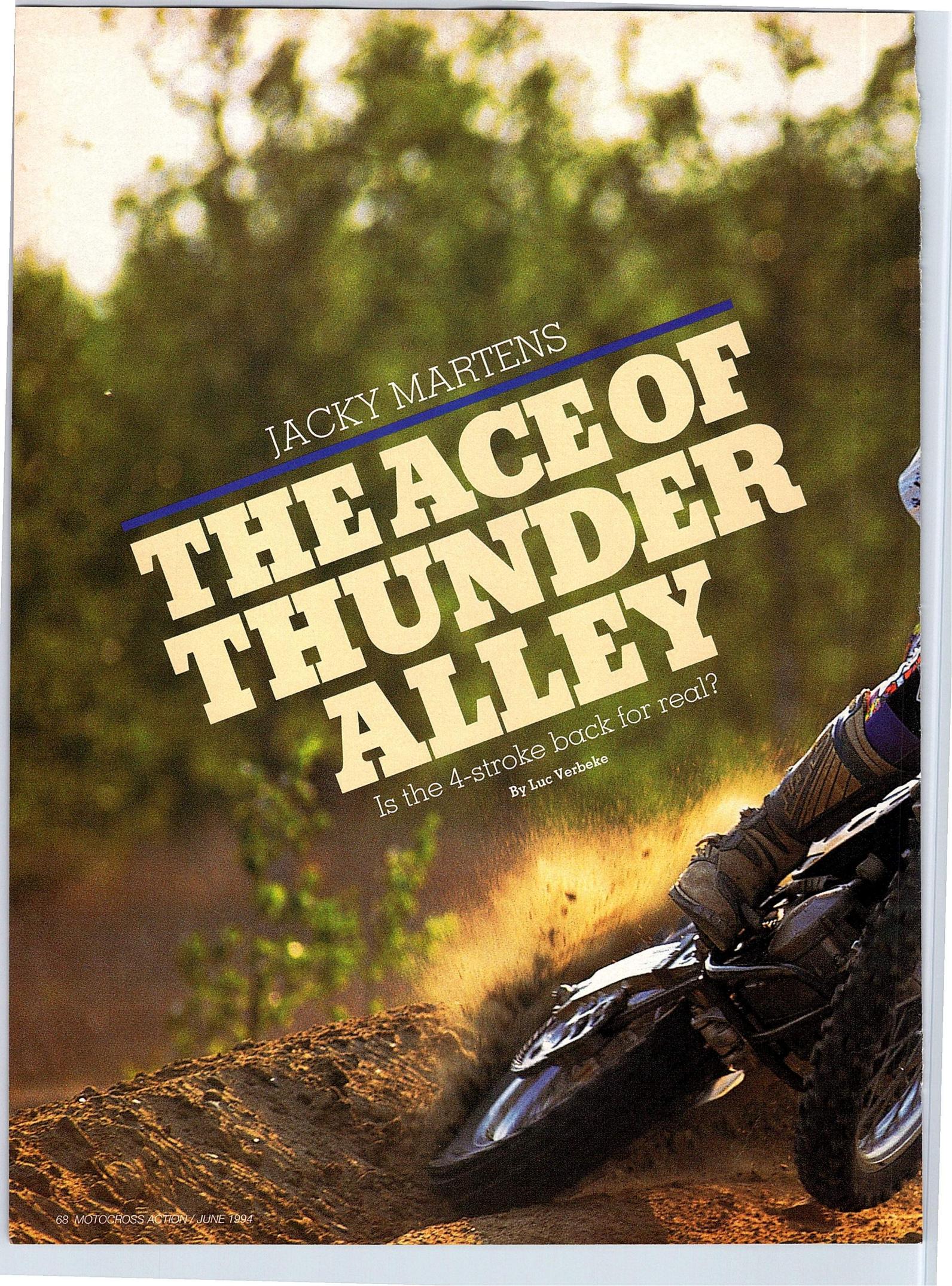
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JACKY MARTENS

# THE ACE OF THUNDER ALLEY

Is the 4-stroke back for real?  
By Luc Verbeke



□ Motocross was made for the four-stroke motor! You probably find that statement to be hokum, goofy and ridiculous, especially in light of the fact that the last 80 World Champions have ridden two-strokes. Don't let statistics lie to you! Even though there has never been a single 125 or 250 Champion on a four-stroke, the sport of motocross was made for thumpers!

How can we say that? Easy! When motocross first achieved international status in 1947, every rider was aboard a valve-and-cam machine. From '47 until '62 thumpers won every single European and World Championship title. It wasn't until '70 that the two-strokes managed to push all of the four-strokes out of the top three in 500 standings. As much as the two-strokes have dominated the last 25 years, the four-stroke mastered the first 25.

"Big deal," you say. "Who cares about ancient history?"

If you think that four-strokes and the dinosaur have followed identical paths, you have forgotten about Barney, Jurassic Park, T-Rex and Jacky Martens!

*Moving mountains: It took close to 30 years, but the 500cc World Championship was once again won on a four-stroke motorcycle. Jacky Martens and his Husqvarna moved mountains of skepticism by proving the four-stroke fast, reliable and predictable.*

Photo by Luc Verbeke

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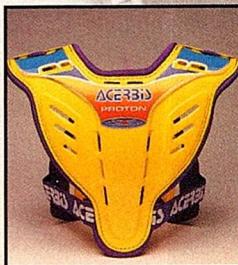
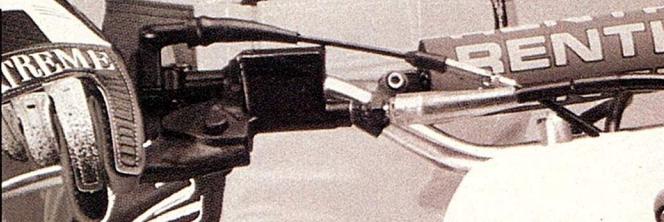
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# THUNDER ALLEY



## THE ACE OF THUNDER ALLEY

Jacky Martens thundered to the '93 500cc World Championship on his 540cc Husqvarna four-stroke. In the process, the 30-year-old Belgian became the first four-stroke rider to win a World Championship since Great Britain's Jeff Smith did the deed in '65. That was 29 years ago!

Are the motocross tracks of the world going to be turned into Thunder Alley? Yes! Martens' surprising four-stroke victory has led to an all-out thumper assault on the 500 World Crown by American Billy Liles, Belgian Joel Smets and Swede Marcus Hansson.

The MXA wrecking crew tracked down the 6'3" Martens at his home near Lommel, Belgium, to find out the

ins and outs of making motocross history.

**MXA:** What led to your agreeing to ride a four-stroke in the first place?

**Jacky:** I took a big risk when I signed a contract with Husqvarna two years ago. My deal with them was to develop a four-stroke race bike. Previously I rode for KTM, but when my contract with them expired, I found myself without any support. One day I had a ride, the next day I didn't.

At that point I didn't have any perspective of what the future would bring. It seemed that my racing career had come to an end. Rather than let that happen, I took immediate action. I went knocking on Husqvarna's door! It took a lot of persuading to convince Husky to put on the green light. What

**Trendsetter:** Who would have bet that a four-stroke motocross bike could ever win a World Championship? The last thumper rider to earn the crown was Jeff Smith in '65. Martens' Husqvarna is a trendsetter.

followed is history!

**MXA:** Husaberg had limited success with Walter Bartolini in '91. Did Husqvarna believe that you could win the World Championship?

**Jacky:** They were ambitious, of course, but at the same time they were realistic enough not to aspire to the World title in the first year—which doesn't mean that I'm not convinced we could have won the title a year earlier.

**MXA:** You rode well in '92, but you didn't finish very many motos.

# THUNDER ALLEY

race track, but for getting to the starting gate. I had to slip the clutch all the time, but even with the tall first gear the power was too brutal to control. At every start the front wheel would lift off the ground in first and second gears. It wasn't until the Belgian Grand Prix at Namur that I could get a holeshot. We tried all kinds of settings, but it was always in the first few feet out of the gate that the front wheel would lift. I'd have to back off the gas a fraction of a second to hold it down. At Namur, Graham used a couple of softer clutch plates, which solved the wheelie problem. It was the first race in which I'd gotten the holeshot.

**MXA:** You think the plates made all the difference?

**Jacky:** Maybe it was a matter of confidence. During the first moto at Namur I was frustrated at not being able to pass Jorgen Nilsson during the whole moto. I was faster, but he successfully blocked me all the time. You can't pass at the Citadel, except in the start area, but he was quicker on the gas with his two-stroke. I vowed not to be behind him on the start of the second moto!

**MXA:** Was that the turning point of the season?

**Jacky:** I think that beating him at the Citadel was a shock for him. Afterwards, he accused the crowd of throwing rocks and beer at him, but I think he got a mental blow from the fact that I won the second moto so easily.

**MXA:** You only won the title by three points over Jorgen Nilsson. If you had to credit something for the victory, what would it be?

**Jacky:** It was a combination of factors that played to my advantage, but most important was the fact that my bike was almost perfectly set up. Remember, in the beginning of '92 I started with the four-stroke from zero. I didn't even know what direction to go in. If you start experimenting without knowing the direction you want to go, you end up like a walking computer. Once you get the perfect powerband, the suspension suddenly doesn't work. When you fix the forks and shock, you find that the frame geometry and head angle aren't right anymore. Even the smallest details, like positioning the footpegs, seat height and handlebars, can cost you weeks of testing time.

**MXA:** How much help were the Husqvarna engineers?

**Jacky:** There were nights when I couldn't sleep because something we had tried didn't work, but the most dif-

**Old days: Jacky Martens is bitter about his years at KTM. The Belgian believes that KTM done him wrong, and is exceedingly happy to have proved that they made a big mistake.**

**Jacky:** I had a mechanic who thought that he knew everything about four-stroke engines. That guy turned out to be completely incompetent. Unfortunately, it is possible to fire a football coach in mid-season if the team's results aren't fulfilling expectations, but it's more difficult to get rid of a mechanic halfway through a season. Replacements are hard to find! At the final GPs of '92 I did all the wrenching myself. You would think that would work against me, but I immediately experienced better results.

**MXA:** So what did you do for '93?

**Jacky:** Luckily, I found Graham Kent. It was a chemistry that made things work! I respect Graham, because he did the impossible.

**MXA:** With the four-stroke motor you were working in no-man's land. There were no established tuning tricks to learn from. What did you go through?

**Jacky:** We have experimented with all kinds of bore-and-stroke capacities. At first we were trying cylinders over 600cc, but they turned out to be way too powerful. We went down to 540cc, which delivered an almost perfect amount of horsepower.

**MXA:** How many gears did you run in the transmission?

**Jacky:** Originally, we started with a three-speed gearbox, but first gear turned out to be too tall—not for the

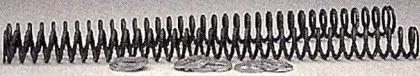
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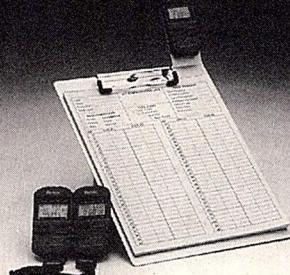
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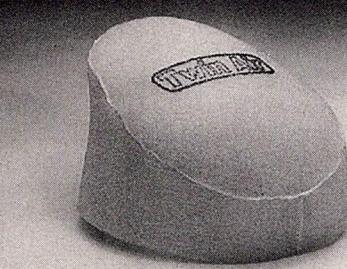
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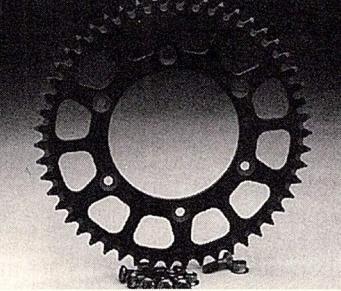
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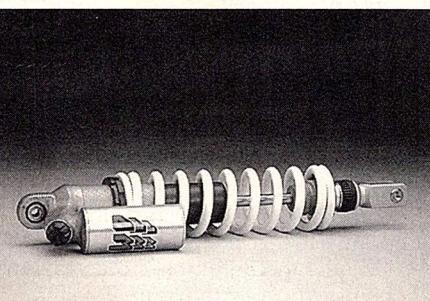
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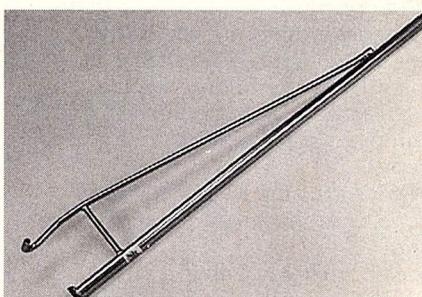
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**Close call:** At the start of the '93 season Jobe retired, Liles and Nicoll switched to the 250 class and Martens was still struggling with the Italian thumper. No more! Jacky won the 500 crown, Liles is back on a thumper of his own and Jobe vows to return.

ficult thing was trying to convince the Husqvarna engineers to start over again. The bike was their baby, too. I learned that you can never say to the Italians that everything is perfect. If you do, then a half-hour later the workshop is empty and everyone is in a coffee shop sitting behind a cappuccino and ice cream. You're obliged to keep them busy [laughter].

**MXA:** You aren't well-known as a development rider. KTM always claimed that Kees Van Der Ven was the factory test rider.

**Jacky:** I did the same thing with KTM that I am now doing with Husqvarna. The only difference was that I never got credit for any of my test work. They told me that it wouldn't be good for the image of the company to give me credit. But I can tell you that a lot of KTM's technical know-how came from my backyard workshop.

Kees Van Der Ven was KTM's official test rider, but Kees is a typical sand rider. His bike was set up completely different from everybody else's. I should have left KTM a lot earlier. I can't turn back the clock on my career, but winning the 500 World Championship after leaving is sweet revenge!

**MXA:** Aren't the 500s considered second-class citizens in the motocross world?

**Jacky:** I'm tired of hearing that! At the beginning of the season the 500 class was badmouthed by the French press. The French described the 500 class as a bunch of second-class novices. They said we were not capable of beating the top 250 riders. Their anti-500 campaign had a big influence on public opinion. Of course, with Jobe, Nicoll and Liles pulling out of the 500

## THUNDER ALLEY

class the riders who stayed were easy targets for criticism; the 500 class lacked the heroism of the great days, but that had nothing to do with the level of racing. As it turned out, the 500 GPs were more exciting than the 250 World Championships. The 250 races were totally dominated by Greg Albertijn. There was no race action! It was boring!

In the 500 class, in every race, there were five riders battling for the lead. I don't want to compare the level of racing between the 250 and 500 classes—until we're all on the same size bikes!

**MXA:** The question was, aren't the 500 riders considered second-class citizens?

**Jacky:** Maybe the 250 riders are faster, but that doesn't guarantee better racing. Each class has its right to exist. You are talking about two different categories—they demand completely different approaches and riding styles.

In defense of the 500 class I would say that most of the riders in the 500 class have bikes that are almost equal, and on top of that, racing a 500 requires more physical strength. Nobody can ride a 500 to its full potential. You need to carefully balance your efforts, otherwise you will meet the man with the hammer.

I'm not saying the 500 class is better or worse than the 250 class. That's not the point. Every class has a function. The 125 class is a "breeder reactor" for young talent. The 250 class is the category for factory riders. The 500 class is an alternative for riders who are more experienced or can't get the support they need to compete against works bikes. To my way of thinking it is a good thing that the 500 class has been completely ignored by the FIM. Without FIM involvement the 500 class has avoided having exotic places [Venezuela, Japan, Brazil, etc.] on its calendar. That makes the 500 class affordable to real racers.

**MXA:** Let's talk about the fact that you weren't put on the Belgian Motocross des Nations team, even though you were the 500 World Champion. Isn't that unheard of?

**Jacky:** The best soldiers are always sent to the front lines first [laughs]. I understand why the team manager didn't want me on the Belgian team, but his arguments are very weak. It's just personal revenge between him and me. We've had disagreements in the past, but that should not come into play in the selection of the national team.



**Support:** Most of the 500-class riders are privateers who make the rounds with the help of outside sponsors. Jacky Martens may ride for the Husky factory, but his potpourri of outside sponsors pay the bills.

**MXA:** Wasn't the Belgian team manager kowtowing to Stefan Everts?

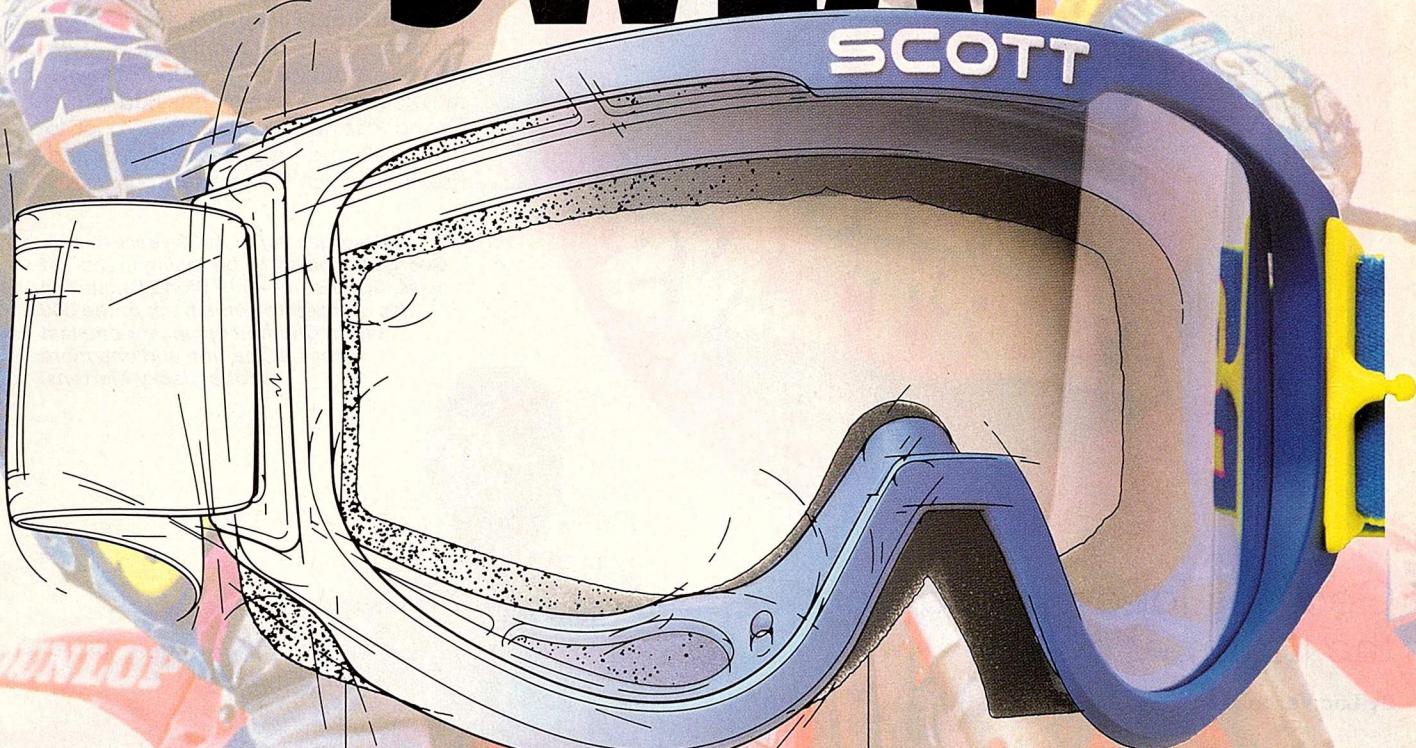
**Jacky:** Stefan Everts declared at the '92 Motocross des Nations in Australia that he would refuse to ride for the Belgian team if he had to ride the 125 class. That meant that he would become the 250 selection. There can be no complaints about the selection of Marnicq Bervoets for the team. Marnicq has always scored good results in the Motocross des Nations, but for him to ride he had to be the 500 rider. The choice of a 125 rider was limited to a sponsored Suzuki rider, because that is the only bike available with a full factory engine, so the choice fell on Werner DeWit in the 125 class. That's how the Belgian team was chosen.

**MXA:** You seem to be in agreement.

**Jacky:** No! I think it was completely wrong for Stefan Everts to refuse to ride the 125 class and that the 500 World Champion had to stay home. It is the duty of the team manager to select the team without being influenced by a stubborn and childish kid! Everts should be happy to represent his country in the first place.

Maybe the Belgians should let fans decide who's on the team [like the Americans did]. I felt bad that I didn't get to race against Mike Kiedrowski in the 500 class. The track conditions in Austria this year were perfect for my four-stroke. We will never know who was the strongest 500 rider, but I am convinced that we could have and should have beaten the Americans! □

# NO SWEAT

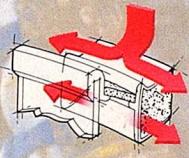


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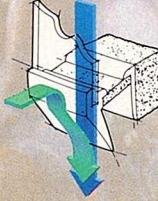
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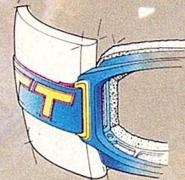
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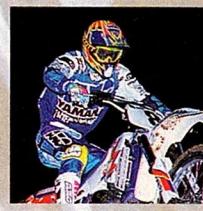
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□ Georges Jobe has had a long and illustrious motocross career. Starting as the youngest rider to ever win a 250 World Championship, he ended his racing days in 1992 by winning his fifth World Crown. Jobe's string of 250 and 500 World Championships didn't come easily. He chased his dream for 12 long years, struggled as a privateer and overcame serious injury. His reward? Fame, success and wealth. So why would Georges Jobe give up his comfortable life in Retinne, Belgium, where his family is the largest landholder, including his own motocross track (which has had a Grand Prix held on it), to come back to the rough-and-tumble world of Grand Prix motocross? Good question.

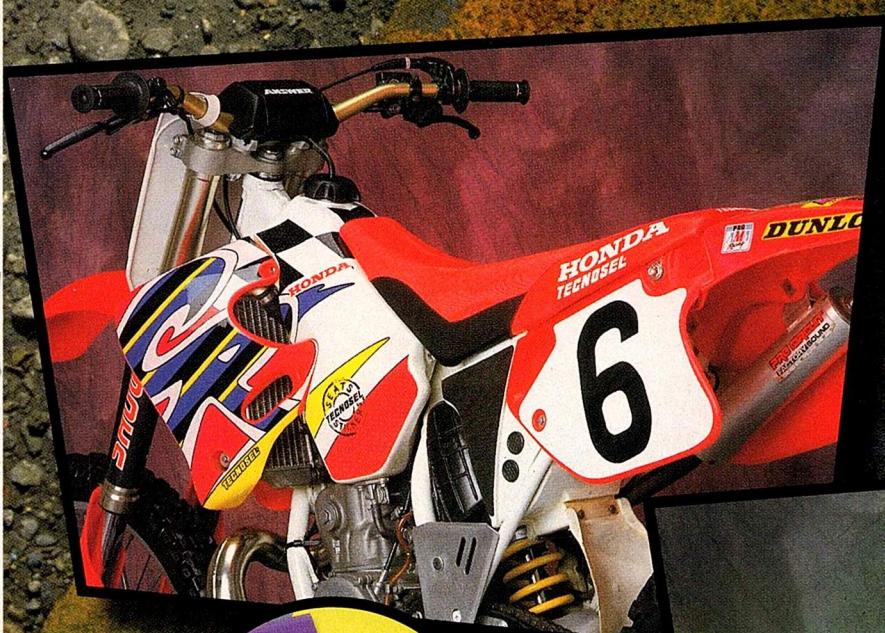
*Georges Jobe: At 33 years of age, Georges Jobe could be racing in the Vet class, but the five-time World Champion has decided to come back to the 500 World Championships for one last crack at the title and one more shot at Jacky Martens.*

Georges Jobe aims to stop the thumper ace

By Luc Verbeke



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# TARGET



The answer lies in an incident that occurred exactly one year after Georges Jobe announced his retirement from the sport. Looking for a little excitement in his leisure days, Jobe had started racing for fun. He competed in the famous Le Touquet beach race and did a 24-hour endurance race in France. He was having so much fun that he decided to enter the final 500 Grand Prix of the season in Switzerland. Before that fun day at the races was over Georges Jobe had created an international incident, riled up an angry rival and, more than likely, made his decision to return to the 500 World Championships. His goal for '94? Shoot down Jacky Martens — the man he had the Swiss run-in with.

Martens versus Jobe! Thumper versus two-stroke! Flemish versus Wallon! The new champ versus the old champ! At the Swiss Grand Prix, Georges Jobe showed surprising speed for a rider who had not contested a Grand Prix in 12 months. And

while showing his speed the old Champion, Jobe, and the soon-to-crowned new champion, Martens, traded paint during the moto. Martens, from the Flemish half of Belgium, has no love for the French speaking Wallon, Jobe, and after the race Jacky Martens declared that Georges Jobe had tried to take him out on purpose to help Jorgen Nilsson win the World Title. The incident became a cause celeb in the Belgian press. The two riders, who never liked each other in the first place, grew to hate each other with a passion that is normally reserved for religious, political or family squabbles.

The die was cast, and Georges Jobe decided to come back to the 500 World Championships. As Georges says, "I still have not forgotten what Jacky Martens did to me in Switzerland. I swear that with my experience it would have been easy for me to block pass, T-bone or take out Jacky Martens, if that had been my intention.

**Brute force:** Once a flexible and fluid rider, the older Jobe's stiff back and squat-leg style make him best suited to life in the Open class. The return of Jobe and Liles to the 500 World Championship will bring back lost interest in the Open class.

After he became World Champion he declared that I tried to take him out. If I had intended to do that, Jacky Martens would not be the World Champion today! These rivalries have always been there. The Flemish press always tried to set me against Eric Geboers. Now that Geboers has retired, they pick Jacky Martens as the new victim. But this time it is Martens who started the war. Well, if he wants war, he is going to get it. I'm ready for battle!"

## PREPARING FOR COMBAT

Jobe's talk is filled with bravado, but as much as the blood feud may fuel his desire to return to racing, there is another more compelling reason. The MXA wrecking crew tracked Georges down in his workshop in Retinne to ask him about his return to the

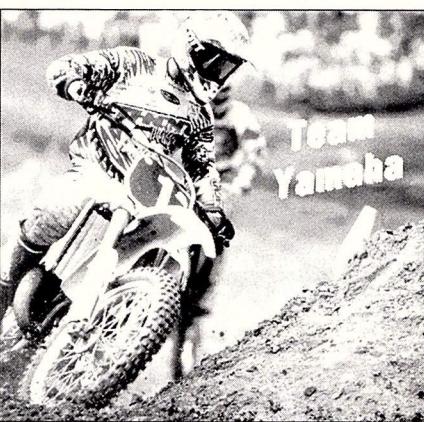
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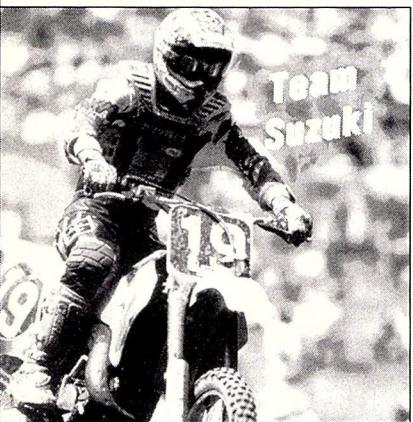
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Team Yamaha: Jeff Emig and Mike Craig

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Team Suzuki: Brian Swink, Ezra Lusk, Phil Lawrence, Damon Huffman, and Jimmy Button

Team Kawasaki



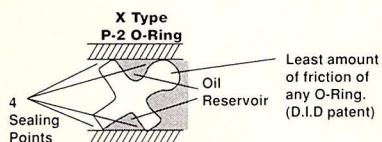
Team Kawasaki: Mike Kiedrowski, Mike LaRocco, and Robbie Reynard

The Top Four Factory SX / MX Teams all use D.I.D's Exclusive Racing Series Chain. Action Photos: Hi-Torque Publications

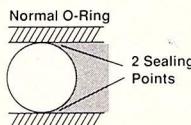
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# TARGET

motocross fray.

**MXA:** You quit a year ago, after one of the greatest careers in motocross history. Why are you coming back?

**Georges:** After winning my fourth World Championship in 1991, I was confident that sponsors would line up to offer me contracts for 1992. It didn't happen!! Everywhere I went people told me that they were only interested in sponsoring the 250 class, and I could get sponsorship only if I transferred to the 250 class. I spent the whole winter of '91 looking for support, and even by the time the '92 500 World Championships started I hadn't found a complete budget for the whole season. I called a press conference and announced that I wouldn't be competing in all 12 GPs. The press thought that I was joking. But as a result, Cinti-Honda of Italy contacted me and offered me the financial backing so that I could defend my 500 World Championship. Even then it was difficult to break even. The last couple of years the demand for 500 riders has declined drastically on the international circuit. The market value has lessened. Since most of the 500 riders are privateers, they make their living from start money at International races. That money was going to 250 riders. Adding all of these factors together, I decided at the end of the 1992 season I had better call it quits after winning my fifth title.

I didn't want to end up in the same financial trouble that happened at the beginning of the season. That would have been humiliating. But deep inside, I regretted that I was forced to quit the World Championships for such shallow reasons. I was still in good physical shape and I would have been a contender in the '93 title chase. I feel that my physical condition is as good now as it was at the end of '92. I haven't quit riding or training. I ride and train with riders at my motocross school daily. Actually, my training wasn't as intensive, but it has been sufficient. Since then I have restarted my training program with Paul van den Bosch, the former trainer of Eric Geboers.

**MXA:** The 500 class hasn't gained much in popularity. What makes it financially sound for you to return now?

**Georges:** After my racing days were over I continued to work with some of my former sponsors on my other business activities, such as organizing business incentives to all types of companies. After our business meetings were over, I would ask my associates if they wanted to go play riding. I found

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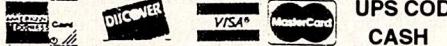
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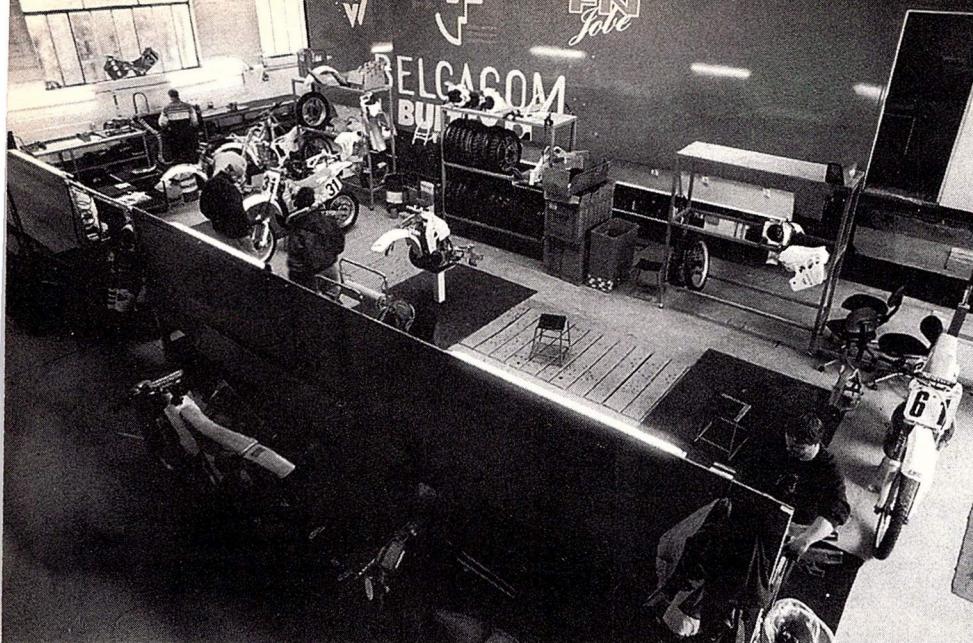
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# TARGET

► **Belgacom:** Georges Jobe's major sponsor has government ties and also sponsors the Belgian World Cup soccer team. Jobe's team will operate out of a semi-truck similar to the ones used by American teams. The trailer includes a workshop, kitchen and massage room. It was bought from Jean-Michel Bayle's Aprilia road race team.

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**MXA:** What did you need the name FN for to do that?

**Georges:** In the near future we are going to build spare parts for classic FN's. We have a large demand from people who own classic FN's, but can't ride them because a part is broken and can't be replaced. Because my project was related to a commercial activity that offers employment for more than 20 people, the Wallon Government [Belgium has completely independent Flemish and Wallon governments] and the Belgian communication corporation, Belgacom, agreed to support my plan.

that I was able to talk to all sorts of business people and inform them about some of my projects and plans for the future. It was casual. It's a different kind of conversation when you talk to the managing director of a corporation when he's covered with mud and has snot hanging from his nose. They are having a great time and are more receptive than in their offices.

**MXA:** What kind of business projects did you have in mind?

**Georges:** For years I wanted to

develop my own bike concept and market the project under the name FN. Back in 1958, Rene Baeten won the first and only World Championship for the FN brand. A few years later the FN motorcycle division disappeared, and FN from Herstal concentrated on making weapons (which they still do today). They had sold the name FN Motorcycles to a French company. Now, I have bought the name back to use on my special race kits for Honda motocross bikes. The kit contains a

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It's funny, but if I had been racing last season I never would have had the time to succeed at this business. Belgacom supports the complete package with a budget of 40 million Belgian Francs.

**MXA:** And your return to motocross fits in this puzzle somewhere?

**Georges:** Yes. The thing that Belgacom insisted on was that I start racing again. I hope eventually to become a team manager, but riders like Gerard Delephine and Jorgen Nilsson are relatively unknown outside of the motocross world. And my decision to come back to racing was forced by the accident to Jorgen Nilsson at the Stuttgart Supercross. I call Jorgen every day and he's getting better in a progressive way, but there is a question of whether he'll ever race again. When and if he ever rides again, he can count on my support. There will always be a place for him on my team.

**MXA:** So because of Nilsson getting injured you had to race?

**Georges:** No! Regardless of whether Jorgen had his terrible crash or not, I would have raced the 500 World Championships. Belgacom is a multi-national corporation. They are used to big money transactions. They consider their sponsorship of my team a long-term investment. They aren't sponsoring my team for sentimental reasons. They know nothing about the sport, but believe that my sponsorship projects will offer them unique business opportunities in the future.

As soon as I announced that Belgacom was my main sponsor, many other motocross and road race teams tried to get support from them. They left empty-handed, because Belgacom isn't interested in just handing out money. Most motocross racers don't understand that it's no longer enough to put a few stickers on your fender and the name of the sponsor on your shirt.

**MXA:** If they are so interested in publicity then why didn't you and they go to the higher-profile 250 class?

**Georges:** That was a conscious decision. First of all, I know the 500 class very well. I have a lot of experience with riding and setting up a 500 bike. My riding style is better suited to the brutal power of a 500. If I had gone to the 250 class, it would have meant starting all over again. I am 33 years old. I don't have much time left to reach my goal of winning a sixth World Championships. My best chance is in the 500 class.

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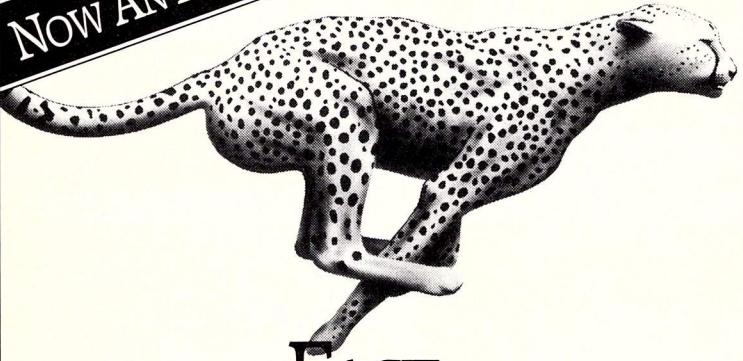
# TARGET

world, you can't be competitive against the factory teams. They have all the technical know-how. It's like fighting windmills. The last thing I want to do is end my career as the Don Quixote of motocross. Plus the 250 World Championship is a lot more expensive when compared to the 500 class (where all the races are held in Europe). As far as media coverage goes, it's almost certain the Eurosport TV will broadcast all the 500 GPs.

**MXA:** You are the team leader, but who else is on the Jobe Racing Team?

**Georges:** Gerard Delephine, Danny Theybers and myself. Some people question why I picked Theybers as the third rider. Well, during the winter, I negotiated with Darryl King and Marcus Hansson. King said no because he had heard bad things about me from his team manager. I still don't know what he was talking about. Marcus Hansson accepted an offer from Husaberg, so I changed my strategy and went looking for young talent. I think that people will be surprised by the performance of Danny Theybers. He has been in the 125 GPs, but with his size and physical condition he's adapting well to the 500.

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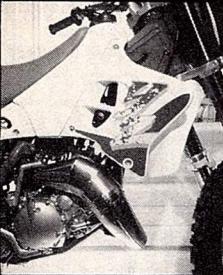
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**Georges:** As you know, I worked for several years for the HRC Honda team. That means that I know all the measurements and modifications that need to be done to turn a stock Honda CR500 into a factory bike. You can say that we just copied a works Honda, and in certain points made it better. We are working with White Power suspension, and have had positive tests with Michelin tires. This will be a real factory bike.

**MXA:** Is it important to tie Joel Robert's record of six World Championships?

**Georges:** My goal is to win the 1994 500 World Championship. If I succeed then I may continue on for another year to try to become the first rider in history to win seven World Championships. But I want to keep both feet on the ground.

And most of all I'm not forgetting about Jacky Martens and the Switzerland incident. □

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# STEFAN EVERTS JUMPS SHIP

In search of personal growth & independence

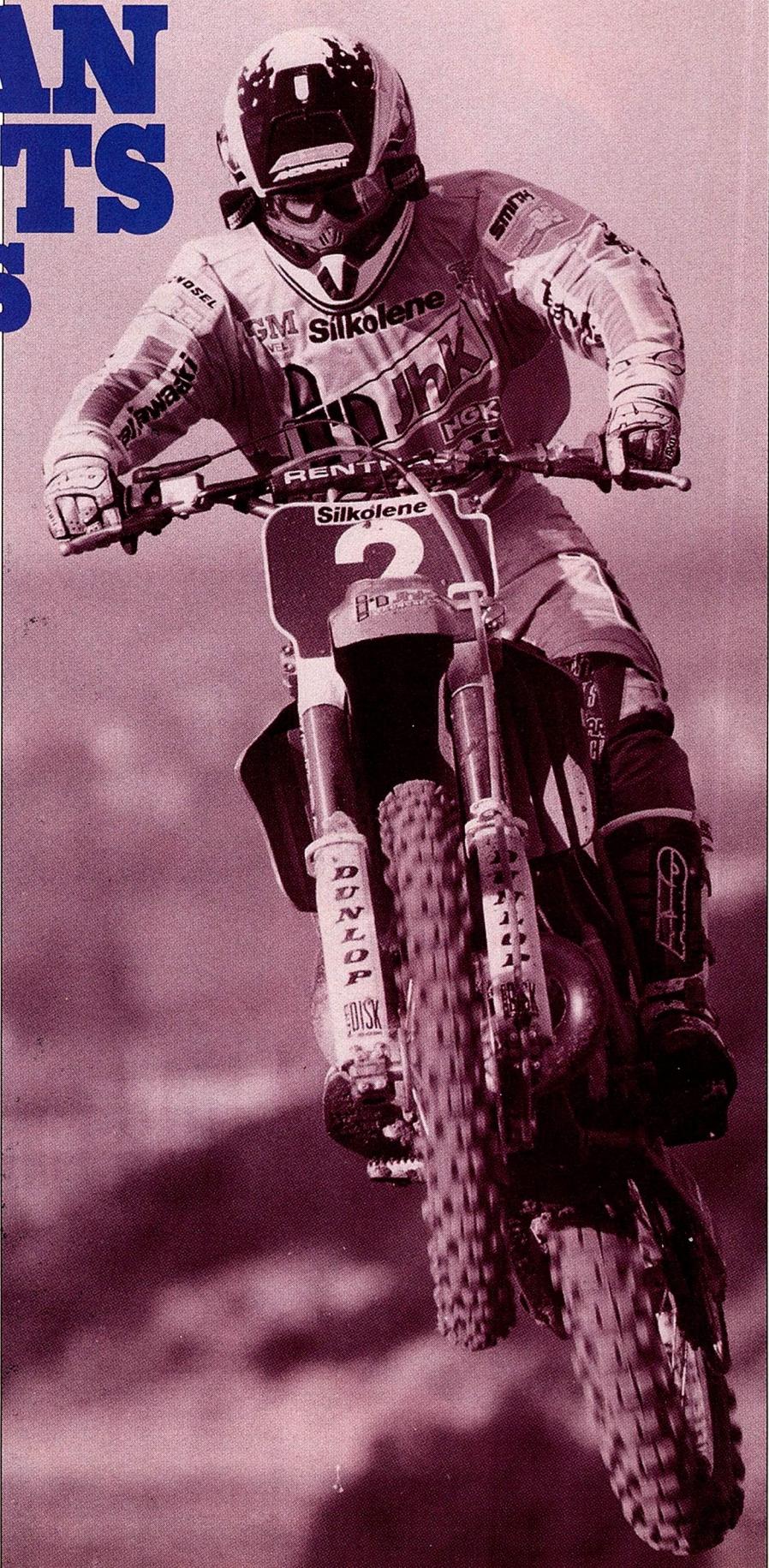
By Luc Verbeke

□ To be the son of a motocross racer isn't always an easy life. Sure, dad will teach you what he knows, take you to the races and help prep your equipment, but a motocross dad can be demanding, unforgiving and unsympathetic. If that motocross dad turns out to be a four-time World Champion you can magnify the pluses and the minuses for the son.

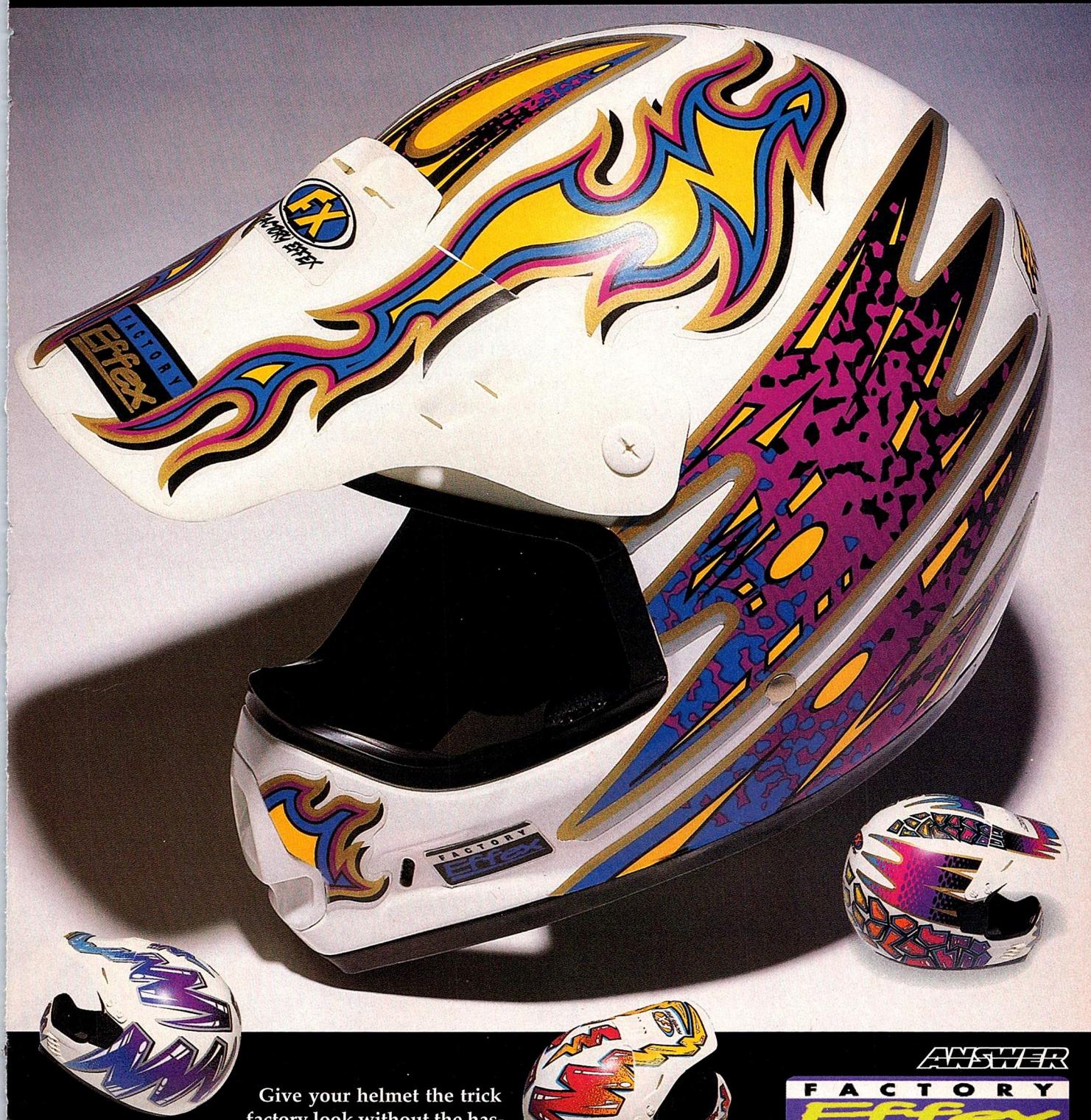
Stefan Everts is the most famous son of a motocross star. Young Everts, already a World Champion, is the son of Harry Everts, former Puch and Suzuki factory rider. Everts was born to be a motorcycle racer, and under the guidance of his father and his father's ex-teammate, Sylvain Geboers (brother of five-time World Champion Eric Geboers), Stefan got a factory Suzuki ride quicker and easier than a rider without connections could have dreamed of. It was a successful partnership; Stefan did the riding, Sylvain did the managing and Harry did the tutoring. But it's all over now!

Stefan Everts shook the shackles of Team Suzuki and jumped ship to Kawasaki for '94. The umbilical cord has been cut, and after a winter of acrimony and accusation, the MXA wrecking crew caught up with Stefan Everts in Lommel, Belgium, to ask him

**JHK Kawasaki:** In one of the strangest sponsorship twists in recent years, '93 250 World Champion Greg Albertijn and Stefan Everts (2) swapped teams. Everts will be Kawasaki's first real threat to win the 250 World Championship since the '70s. ►



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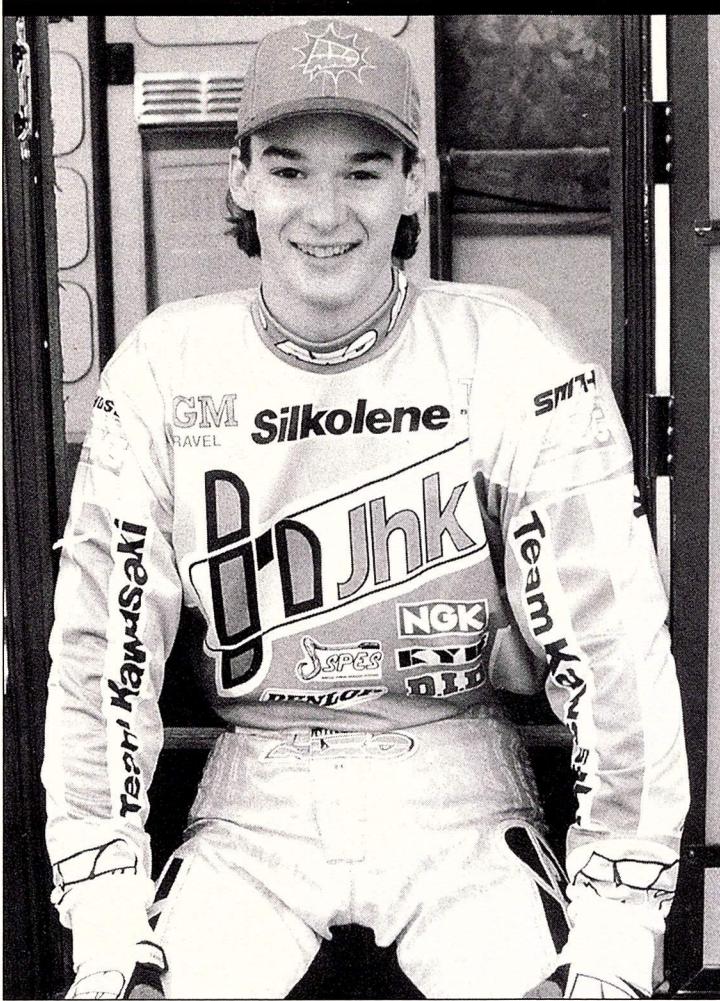


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# EVENTS



**Stefan Everts:**  
Given a factory ride at age 16, Stefan Everts could have cracked under the pressure. He admits that he came very close, but is now on track to a totally new life. ▶

the questions that no one else would dare to ask.

**MXA:** Sylvain Geboers says that he made you who you are today and that you haven't been honest. True?

**Stefan:** That's his viewpoint. I have another view. I cannot deny that I owe a lot of Sylvain, that without him I wouldn't be standing at the level that I am right now. He was the one who picked me up back in 1987, and gave me the opportunity to develop myself.

**MXA:** So you agree that he made you who you are?

**Stefan:** No! I don't agree with the statement that he has been an equal partner in my racing career. That has been my father and no one else. Sylvain was there to run the Bieffe-Suzuki team, to coordinate the logistics and resolve everything from sponsorship deals to press relations. But it was my father who taught me the tricks of the trade. Without him I would never have been 125 World Champion. I am more grateful to my dad for what he did than I am to Sylvain Geboers.

**MXA:** The concept of your father and his Team Suzuki teammate guiding you to the World Championship has a fairy tale quality to it though, doesn't it?

**Stefan:** To the outside world maybe. The combination of Sylvain Geboers,

Harry Everts and Stefan Everts may have sounded like a dream team, but I can assure you that it wasn't. I was brought up on the GP circuits. All my life I have been into racing. When my dad was racing I used to ride the GP track on my mini bike. At the age of four I dreamed of becoming a World Champion, like my dad. My dad wasn't always there when I started to ride. He recognized my talent, but it wasn't easy to grow up in Belgium as an Everts. You don't know how it feels to show up at your first race and have 4000 Harry Everts fans start cheering for you. It puts things out of perspective. I wasn't ready for it. I collapsed under the pressure.

**MXA:** But you rose to the challenge. And now Sylvain says you are ungrateful for breaking up the team.

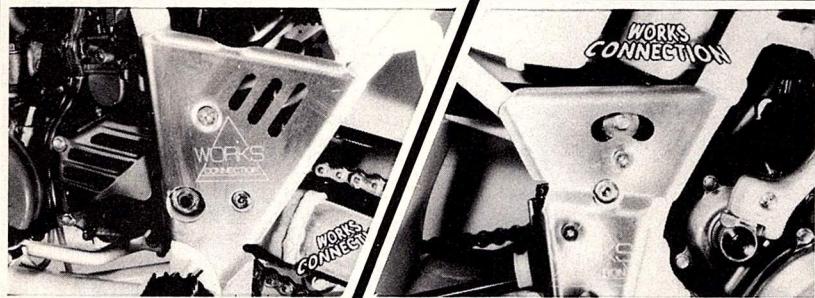
**Stefan:** Motocross was and is my life, but things couldn't go on the way they were. There were too many fights and disagreements within the Suzuki team. I made the right decision to switch to the Kawasaki team of Jan de Groot. It is silly for me to reply to Sylvain's comments. I see it as an act of powerlessness.

**MXA:** Any truth to the rumors that you left the Bieffe-Suzuki team because you had never been paid your bonuses by the Italian end of the team?



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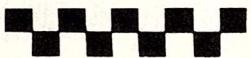
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# EVERTS

Stefan: Maybe, but I am not going to say any more about it.

*MXA: Was the Kawasaki deal financially better than the Suzuki deal?*

Stefan: No. It was about the same as what I had with Suzuki. The financial part wasn't the main reason that I signed with Kawasaki. It was a combination of things. Mainly I just wanted to start a new life. Sometimes you realize that your career is going in the wrong direction. I didn't have the feeling that I was on a dead end street with Suzuki, but I think I have better chances with Kawasaki. Let's just say that I wanted to be independent, and prove to the outside world that I could make it on my own.

*MXA: What is the most difficult part of the switch?*

Stefan: You could describe it as the turn of my life. The most difficult thing is that I didn't have anyone to talk to about my plans to leave Suzuki. I struggled with my personal feelings during the entire '93 season. As soon as I showed my displeasure in public, I got offers from other teams.

*MXA: So you made the deal with Kawasaki?*

Stefan: It was my father who went to Jan de Groot at Kawasaki and opened the conversation about a deal. I told Sylvain that I had offers from other teams, but for some reason Suzuki didn't act fast enough. But it wasn't a matter of money!

Suzuki was like a family to me, but it isn't always easy to work in such relationships. My relationship with Kawasaki is a lot different.

*MXA: The reference to the family makes us wonder to what extent the move to Kawasaki is a result of your parents' divorce?*

Stefan: I agree that my parents' divorce had a major influence on my career. Life would have been a lot easier if I wouldn't have had those problems, but now they belong in my past. I live with my mother, but I visit my father every day. We have a better relationship than before. I tell him everything and he still gives me advice, but he hasn't always been easy to work with. He is from the '70s. I am from the '90s. He strives for perfection and so do I. He is still my guiding light. I appreciate the advice and comments he makes on my races. I accept his arguments better than I used to. I think that every child has to grow into maturity; first there is blind admiration, then you believe you can change the world after winning your own world title. Finally, there is a respect for what the old man has achieved. It

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Stanton #2

Cooper #7

McGrath #15

Chicken #12

Lamson #21

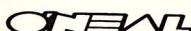
Emig #1

Kiedrowski #3

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200-500 Works Pipe	\$145.99
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PC-01 Fork Fluid	\$10.99
PC-02 Shock Fluid	\$13.99



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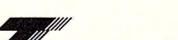
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520x14 SO (O-RING)	\$52.99
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# EVERTS

takes a few years before you are able to admit all of this to yourself.

**MXA:** Now you ride for the same team manager that Greg Albertijn rode for last year, and he rides for yours. Do you think the team swap will make a difference?

**Stefan:** I can't blame the loss of the World Championship on bad starts, my bike or team management. We had quite a few problems throughout last year. Leaving the Bieffe-Suzuki Team all came down to personal problems, which I don't want to talk about.

**MXA:** Sylvain does.

**Stefan:** That's his problem. If he wants to gossip about me, I can't stop him from doing it. The fact that I chose to go in a new direction with my life doesn't give him the right to kick a man when he's down. My decision to change direction in my life meant a lot to me. It had a lot to do with redefining my own independence. It's a personal struggle. I tried to talk about it with my mom and dad, but they said to sort it out for myself. It's a big step for me. I have no regrets. If I had stayed at Team Suzuki I would have been an unhappy Stefan Everts. □



## WHY DID DOUG HENRY USE A BILL'S PIPE TO WIN THE 125 NATIONALS?

Because it's the best! Both Doug Henry and Steve Lamson can use any pipe they want, but when championships are at stake... they choose Bill's.

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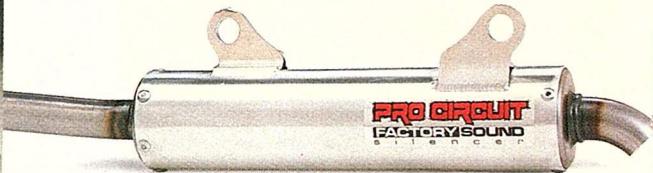
# Pro Circuit



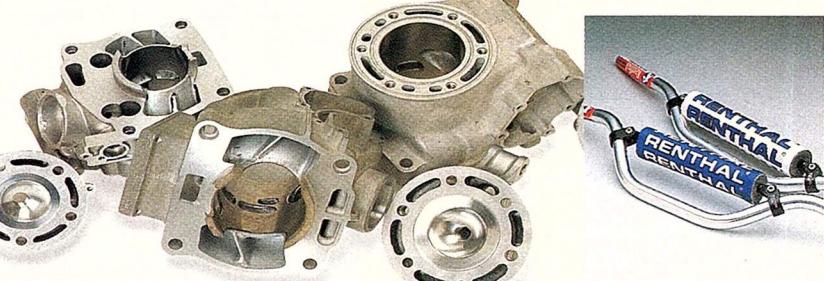
**Mike Kiedrowski** wins the most prestigious SX-Daytona two years in a row with Pro Circuit.



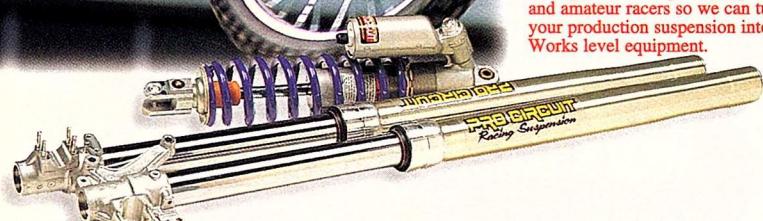
PC Works Stand \$61.95  
PC Mini Works Stand \$61.95



The Pro Circuit Factory Sound Silencer has won every 125 Pro event in 1994. Used by Kawasaki, Yamaha and Suzuki Factory Teams \$69.95



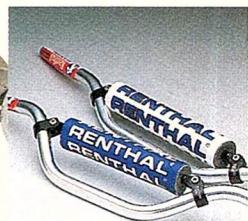
PC Works Engine Mods are the only non-factory mods to win SX and Nationals year after year. The same mods that have been used by all four Factory Teams. Porting and Head Mods \$240. Match Engine Cases \$75.



Pro Circuit works suspension settings are developed by top Pros and amateur racers so we can turn your production suspension into Works level equipment.



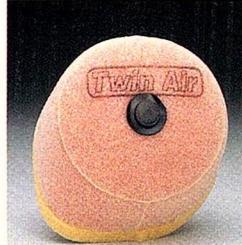
PC-02 Shock Oil (qt) \$14.95  
PC-01 Fork Oil (qt) \$11.95  
Formulated specifically for racing



Renthal Alum. Handlebars \$69.95  
Eliminates bending. Used by Factory Honda and Kawasaki



Linkage Pull Rods \$79.95  
Improve cornering and steering with straight-line stability



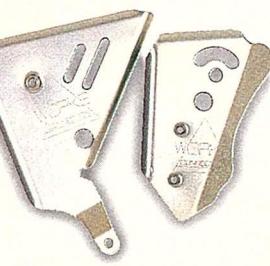
Twin Air Filters \$24.95  
Dual density foam used by Factory Honda



Works Canister Carb Kit \$36  
Used by the PC Factory Team  
Orig. Carb Vent Line Kit \$14.95



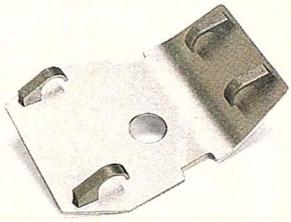
PC Works Alum. Sprocket \$59.95



Frame Guards \$49.95  
Protects frame from wear and  
protects ankles from bolts



SplitFire Spark Plugs \$7.95



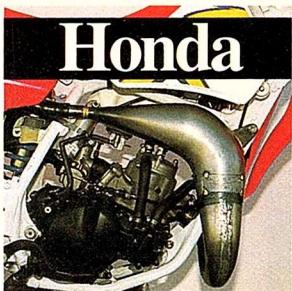
PC Skidplate \$61.95

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*We Race.*

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Look for Pro Circuit at your local dealer.**

# Horsepower/Parts

## Honda



Our CR80 pipe greatly increase mid and top without sacrificing bottom. A must for any mini-rider who's serious about competing. \$160



The CR125 pipe delivers better power throughout the powerband. If it wasn't the best pipe on the market, Jeremy McGrath wouldn't use it on his Factory 125 Honda. \$160



This year's CR250 pipe helps take the lag out of the bottom end and the dip out of the middle, creating a broader powerband without losing any top end. \$165



This one isn't even a question—the best 500 pipe on the market, smooth, broader and more power. That's why you saw this pipe on Jeff Stanton's and Steve Lamson's Hondas. \$165

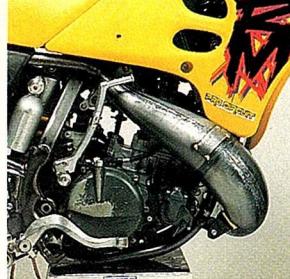
## Suzuki



Like most minis, the RM80 motor is manufactured on the mild side, our pipe keeps good power character, yet increases mid and top substantially—ask Charley Bogard, Jacob Martin, or Jerry Dostil. \$160



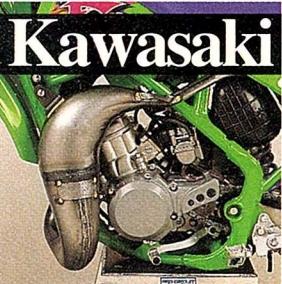
The '94 RM125 pipe makes your torqy-smooth Suzook into a yellow rocket—over a 2 hp increase above stock, a must if you plan to win races. \$160



Our RM250 fills in the bottom, creates broader power and brings more to the bottom end than the stock pipe, making for good starts and giving your RM more of the type of power that doesn't fall-off. \$165



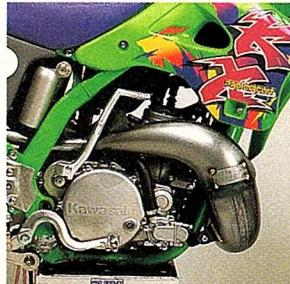
The RMX250 pipe capitalizes on our MX development. And with the help we get from 5-time National Champion Randy Hawkins, we've achieved 3hp increase over stock and it tucks in nicely for less woods damage. \$165



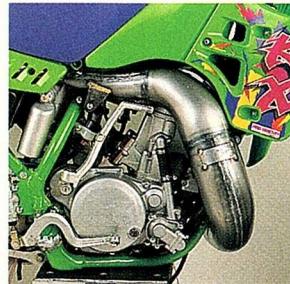
With only minor changes made to the motor for '94, the KX80 pipe puts more power to the mid and top end without losing bottom—which is why Ricky Carmichael will be running this Pro Circuit pipe for '94. \$160



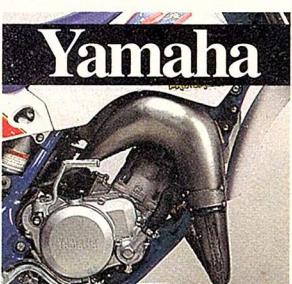
With Factory Kawasaki's and PC's own SplitFire Teams' heavy development schedule, you can trust us—this KX125 pipe is the best. Harder hitting mid and much snappier bottom, ask Ryan Hughes or James Dobbs. \$160



Our KX250 pipe for '94 is better from the crack of the throttle to running wide open. Over a two horsepower increase is why Team Kawasaki's Mike Larocco and Mike Kiedrowski are using this pipe for '94. \$165



It's not always more power you need from a KX500—it's more *good* power. That's why PC delivers a wider power-band in addition to more power. Used by Danny Hamil, LR, and Ty Davis. \$165



This pipe has a lot of development in it. We worked together with Yamaha USA, to build the best YZ80 pipe money can buy—period. Major increase in power without losing bottom end. \$160



Once again, hard work from Pro Circuit and Yamaha and a lot of testing from Jeff Emig has produced the most powerful YZ125 pipe on the market. Matched perfectly to Yamaha's new '94 engine. \$160



For the third year in a row, the Yamaha Factory 250 race bikes are using Pro Circuit pipes for one reason; our YZ250 pipes make more power and the broadest power of any pipe available. \$165

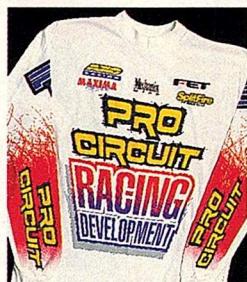


Yamaha National Cross-Country riders Fred Andrews and Jan Hrehor helped us design our WR250 pipe with more bottom end for muddy tight trails along with more power to win Championships. \$165

# Pro Circuit



PC Cotton Jersey \$31.95  
All NEW 100% cotton



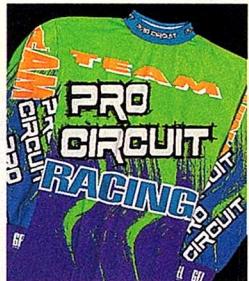
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PC Cotton Jersey \$31.95  
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PC Pants \$159



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Pants

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Pink

White

Blue

Yellow

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PC Pants \$159

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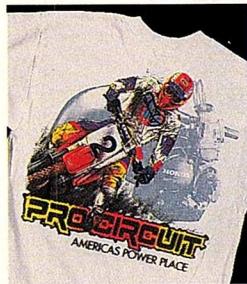


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# Apparel



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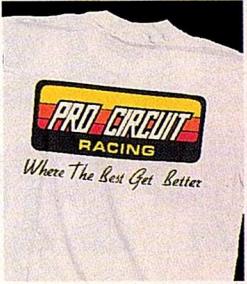
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Rac'g Devlpmt T Khaki \$17.95  
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Rules Tank Blk \$14.95



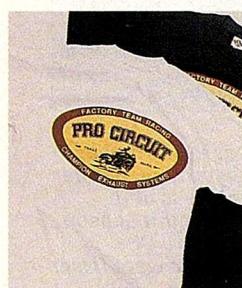
McGrath Team Peak T \$16.95



Rules Sweatshirt Grn. \$38.95



Huevos Grande T Black \$16.95  
Huevos Grande T White \$16.95



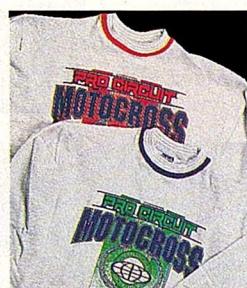
Factory Team T Black \$16.95  
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# PUSHING THE ENVELOPE

# INSIDE THE PROS' BIKES

## Hey, is that legal?

□ Titanium, aluminum, magnesium and carbon fiber are all hybrid substances that have changed the motocross world forever. They are incorporated into the trickiest of the trick works bikes of today. Even with the advent of the AMA's production rule, works bikes still exist and always will. The production rule is so full of loop-holes that the factories still do pretty much what they want to with the bikes. The production rule, really, only deals with frame geometry and engine cases; everything else is fair game. Suspension, head mods and composite materials are the stuff dreams are made of when it comes to putting together a trick bike.

For this month's edition of Inside the Pros' Bikes we have gathered two radically different bikes—as far as attainability goes. The first bike is Ryan Hughes' KX125, probably the trickiest bike on the National circuit today. By any standards Ryan's bike is as works as they come. The only way you could ever hope to ride a bike like Ryan's is



*Ryan's rocket: One look at Ryan Hughes' KX125 and immediately you know that he is still a factory rider. His bike is ultra-trick! The rumors from earlier this season that he was demoted to the Pro Circuit/Hot Wheels/SplitFire team were false; he's there by choice.*

*◀ For sale: NCY is selling exact replicas of the bikes its team races. It has found, over the years, that selling the team image can be very profitable and gives its dealership high-profile visibility.*



to get a factory ride. The other bike we chose to spotlight this month is highly attainable: Tommy Clowers' NCY YZ125. North County Yamaha offers team replica bikes for sale out of their dealership in Escondido, California. NCY is successfully pushing the team look to the consumer. The MXA bloodhounds got a look under the hood (so to speak) of both bikes, and what we found may surprise you. Dig in! □



photos: Tom Voegeli

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UFO replacement plastic and FACTORY PILOT graphics are the smart choice when you want to customize your bikes appearance. Choose the same inexpensive, high quality, injection molded replacement plastic that team SUZUKI uses. UFO parts are styled after and offer the same fit, feel and finish of factory plastic at a fraction of the cost. UFO manufactures a complete line of plastic accessories in a variety of custom colors. Do you want your bike to stand out in the crowd? All you have to do is choose your favorite color!

**THE CHOICE IS YOURS  
MAKE IT UFO.**

**BRIAN SWINK**  
TEAM SUZUKI



**GAS**

**Fuel:** VP  
**2-stroke oil:** Castrol 927  
**Ratio:** 32:1

**BRAKES**

**Pads:** KHI (Kawasaki Heavy Industries)

**Rotors:** KHI  
**Fluid:** Motul

**SUSPENSION**

**Forks:** Works, Kayaba 46mm

**Oil height:** 100-110mm

**Oil brand:** Kayaba

**Spring rate:** 0.44 kg/mm

**Shock:** Works, Kayaba (double compression)

**DRIVETRAIN**

**Sprockets:** Renthal  
**Gear ratios:** 12 front, 50 rear  
**Chain:** D.I.D.  
**Pivot bolt:** Titanium

**MOTOR**

**Pipe and silencer:** Pro Circuit  
**Porting and head mods:** Pro Circuit

**Cases:** Standard cases, Pro Circuit modified

**Case covers:** Primary cover, KHI magnesium

**Piston:** Stock

**Spark plug:** SplitFire

**Air filter:** Twin Air

**Filter oil:** Maxima

**Transmission fluid:** Maxima MTL

**Engine bolts:** Titanium

**Cables:** Stock

**BARS**

**Handlebars:** Renthal

**Bend:** 960

**Grips:** Renthal, soft

**Triple clamps:** KHI (magnesium)

**Footpegs:** Pro Circuit one-piece

**LOOKS**

**Plastic:** UFO

**Plastic fasteners:** Titanium

**Spring rate:** 5.4 kg/mm

**Linkage:** KHI, less progressive

**Linkage bolts:** Titanium

**WHEELS**

**Tires:** Bridgestone (prototype 2DF61 front, 68DS rear)

**Tubes:** Bridgestone

**Rims:** Excel

**Width:** Standard

**Hubs:** KHI

**Front axle:** Titanium

**Spokes:** KHI



**Rider:** Ryan Hughes

**Age:** 20

**Class:** 125cc West Supercross,  
 250cc Supercross (during the  
 Eastern rounds), 125cc Nationals

**Primary sponsor:** Hot Wheels,  
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**Co-sponsor:** Peak, Troy Lee  
 Designs, Renthal, AXO, D.I.D.,  
 Scott, Maxima, Twin Air, N-Style,  
 VP Fuel, Bell, UFO, Throttle  
 Jockey, Yeti, Bridgestone

Graphics: Throttle Jockey  
Numbers: N-Style  
Seat graphics: CEET

INSIDE THE PROS' BIKES

# RYAN HUGHES' KX125

The bike money can't buy!



**GAS**

**Fuel:** VP  
**2-stroke oil:** Motul  
**Ratio:** 40:1

**BRAKES**

**Pads:** Braking  
**Rotors:** Braking  
**Fluid:** Motul

**SUSPENSION**

**Forks:** Noleen, Base Valve kit

**Oil height:** 95mm

**Oil brand:** Noleen 0-1

**Spring rate:** 23 lb.

**Shock:** Ohlins

**Spring rate:** 4.9 kg/mm

**Linkage:** Stock

**WHEELS**

**Tires:** Dunlop, 490 front, 695 rear

**Tubes:** Dunlop

**Rims:** Stock

**Width:** Stock

**Spokes:** Stock

**DRIVETRAIN**

**Sprockets:** Renthal

**Gear ratios:** 13 front, 50 rear

**Chain:** Regina

**Chain adjusters:** Applied Racing

**Chain guide:** MMF

**MOTOR**

**Pipe and silencer:** Bill's

**Porting and head mods:** Tim Morgan (NCY)

**Cases:** Modified by Tim Morgan (NCY)

**Case covers:** Ignition cover by Applied Racing

**Piston:** Wiseco

**Spark plug:** Autolite

*NORTH COUNTY YAMAHA*



**Air filter:** Uni  
**Filter oil:** Motul  
**Transmission fluid:** Motul  
**Cables:** Stock

**BARS**

**Handlebars:** Renthal  
**Bend:** 693  
**Grips:** Renthal  
**Triple clamps:** Applied Racing, aluminum  
**Footpegs:** MMF, wider and taller

**LOOKS**

**Plastic:** Acerbis  
**Graphics:** CEET  
**Numbers:** CEET  
**Seat graphics:** CEET

INSIDE THE PROS' BIKES

# TOMMY CLOWERS' YZ125

The bike money can buy!



**Rider:** Tommy Clowers  
**Age:** 21  
**Class:** 125cc West Supercross,  
125cc Nationals  
**Primary sponsor:** North  
County Yamaha, Yamaha Motor  
Corp.  
**Co-sponsor:** Xtreme, Scott,  
Sidi, MMF, Acerbis, Bell, VP fuel,  
Regina, Braking, Dunlop, Motul,  
Quicksilver, Bill's Pipes, Donnie  
Hansen MX Academy, Wiseco

BEHIND THE SCENES

# ROGER DeCOSTER'S RACING NOTEBOOK



Playing 20  
questions with the  
5-time champ

□ It started at lunch. Jimmy Mac asked, to no one in particular, whatever happened to Ake Jonsson. Stumpy wondered who the first rider to slam the brakes on at the top of a jump to change the angle of the bike was. Big Monte Floyd conjectured that whoever it was, it was probably a mistake. Crazy Dave thought that if only he could sit down with a factory rider for a second he could get a few gems of wisdom that would make him a hero. Fred Phalange laughed at Dave, and said that only voodoo or some other ritual would ever make Dave a star. That's when the waitress said, "Hey clowns, what are you asking all of these rhetorical questions for? Why don't you ask that guy over there?" She pointed across spacious Super Mex's plastic tables at a guy sitting quietly, eating a vegetarian burrito (on a whole wheat tortilla). It was Roger DeCoster.

The stage was set. We scooted our chairs across the restaurant and asked the man to answer our questions: Where's Ake? Who invented the brake slide? What's the best advice anybody ever gave you? Who made the biggest blunder in motocross history? What are the most significant changes in riding styles in the last 20 years? Do the stars have any secret rituals that they follow before the start? What's in a vegetarian burrito?

That casual lunch sent Roger DeCoster on an odyssey around the world to find the biggest blunders in motocross history, learn where the stars of yesterday are, list the superstitions of well-known riders, find the best advice that the greatest riders have to offer and break down the history of riding tricks that changed the sport.

Upon his return, the MXA wrecking crew met at Super Mex to go through Roger DeCoster's notebooks. These are the answers to our questions . . . except for that vegetarian burrito jazz.



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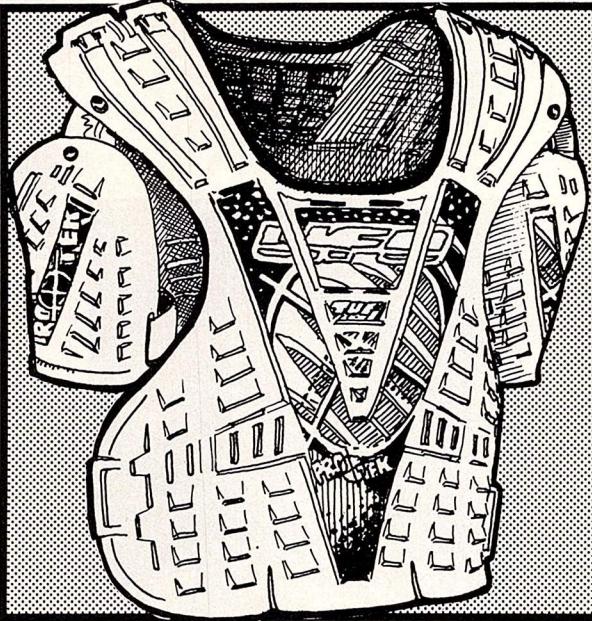
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## DeCOSTER'S NOTEBOOK

# WHERE ARE THEY NOW?

Opening the missing person files

By Roger DeCoster

Remember the kid who sat next to you in the second grade? Yeah, the goofy kid with the freckles. The one who ate worms during recess. Where is he today? How about your first girl-friend, remember her? Do you know where she is? How about the stars of *The Mickey Mouse Club*? Whatever happened to Cubby?

People get lost in the shuffle of modern life. Andy Warhol once said that in the future everyone would be famous for 15 minutes, but he's dead now so it doesn't apply to him anymore. However, where are the motocross heroes that you admired so much when you were an up-and-coming kid? What are they doing? What has happened to them? Any doctors, lawyers or Indian chiefs in the pack?

The MXA wrecking crew sent Roger DeCoster down to the local precinct, filed missing person reports and started pounding the streets in search of

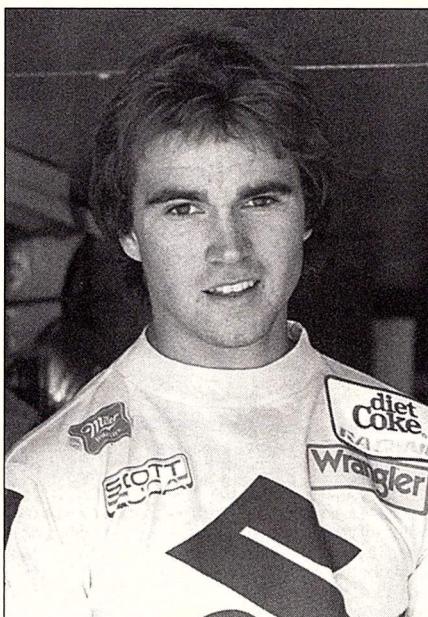
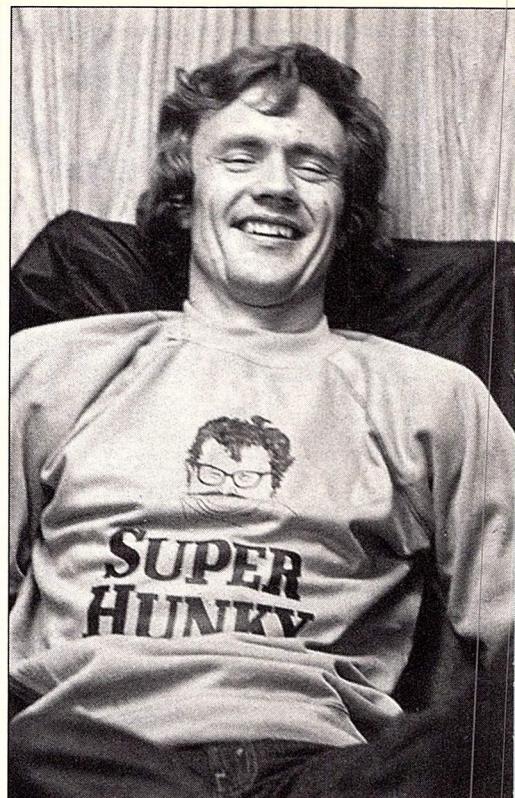


Photo by Mike Van Camp

Almond farmer: George Holland spent years at Team Suzuki, but blossomed when he moved over to Team Honda.

▲ Vice prez: Mark Blackwell (left) trained at the knee of two-time World Champion Rolf Tibblin. Mark was America's first National Champion.



Dealer: Americans named their kids Ake after the Swede's breathtaking performance in the '72 Trans-AMA series.

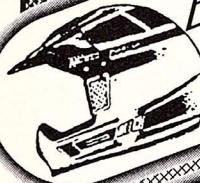
the missing motocross stars of the past. Wonder no more! We found 'em.

### MARK BLACKWELL

Mark Blackwell was America's first-ever 500cc National Motocross Champion, winning the title in '71 for Team Husqvarna. Mark went on to race in Europe, only to suffer an eye injury that brought an end to his competitive career. After recovering, Mark started working at the Husqvarna-sponsored Rolf Tibblin Motocross School which was located at Carlsbad, California. Tibblin was the most knowledgeable and hard-working racer in the history of the sport. He was an expert in physical training for motocross, and Mark was able to build on what he learned from Rolf and add this to his own National and GP experience to become an invaluable member of the Husky motocross school. Suzuki saw the good work and the promotional potential that a motocross school offered, and in '75 the Japanese manufacturer hired Mark to set up and run its own school. The Suzuki School of Motocross was the most professional motocross school the sport has ever seen. Mark used his connections at the Suzuki Motocross School to become Suzuki Team Manager, only to return to Husqvarna as Vice President of Marketing from '81 to '86. Suzuki again saw the good work that Blackwell was doing at Husqvarna and hired him as a vice president in '87. In '92, Mark left Suzuki and took an executive position with Arctco, the manufacturer of

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# WHERE ARE THEY NOW?

Arctic Cat snowmobiles and Tiger Shark watercraft. Arctco is the second largest manufacturer of snowmobiles in the world and Mark Blackwell is the only former motocross Champion to be able to claim an executive position in a \$200-million company.

## GEORGE HOLLAND

George Holland won the '88 125 National Championship while riding for Team Honda. George's 125 National wins have earned him the fourth spot on the all-time 125 National winners list, ahead of such riders as Jeff Ward, Mike Kiedrowski and Ron Lechien. George retired from the National circuit at the end of '89. After his racing career was over, he got involved in the almond farming business, a venture that his father already had going before George retired. They now work together and are expanding their farming interests. George is leading the life of the gentleman farmer and spends his spare time playing golf, water-skiing and has recently taken up snowboarding. The Kerman, California, native did not see any professional motocross races during the '93 season, but plans to come and watch some of the '94 events.

## AKE JONSSON

Did he spank us or what? During the '72 Trans-AMA Series, Swedish-born Ake Jonsson won no less than nine out of 11 races in the series (leaving only one meager race win each for Heikki Mikkola and myself). Ake's '72 domination has gone down as one of the

strongest major outdoor series performances in the sport's history. His success on his Maico that winter may be what made it so difficult for him to be satisfied when he switched to Yamaha for '73. Ake's love of his Maico, even after signing with Yamaha, resulted in the bizarre Yamaico combination, which ended in embarrassment for Yamaha and an unsuccessful season for Ake. Ake Jonsson recently turned 50 years old and for his birthday his family had the original '72 Maico that he won the Trans-AMA series on shipped over from the United States in the exact same condition as the day it



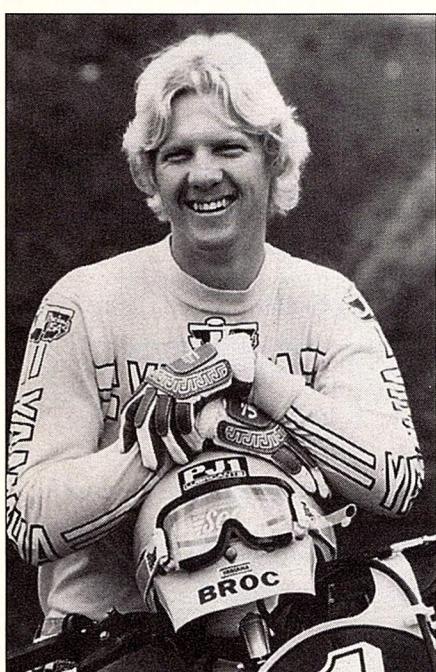
**Full-time racer:** David Bailey has decided to cut back on his design job with JT Racing to pursue marathon racing full-time.

crossed the final finish line. Today, Ake owns one of the best-known Yamaha dealerships in Sweden and spends most of his time running it with his son.

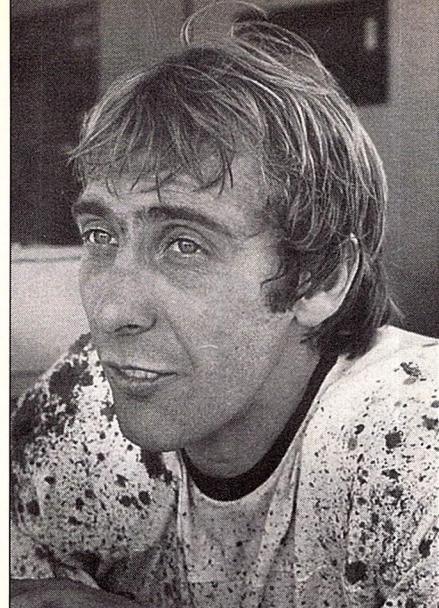
## BROC GLOVER

Broc Glover is the fourth-winningest rider in United States motocross history. He won 44 National events on his way to six National Championships, starting with his controversial "Let Broc Bye" 125 National Championship over Danny LaPorte in '77. However, he proved in '78 and '79 that the first one was no fluke and then moved up to win titles in the bigger classes in '81, '83 and '85. Broc was a member of the winning Motocross des Nations Teams in '83 and '84, and may be best remembered as a fashion trendsetter for his use of pink riding gear.

Broc retired from racing in '91 after a season racing for KTM in Europe. The positive things that Broc remembers from his racing career are the people he met and the countries he



**Searching:** Broc Glover took up car racing after his motocross career, and had some success, but now plays golf.



**Recycling:** The Jammer offers a cautionary tale about the effects of fame and its loss. Read it and learn.

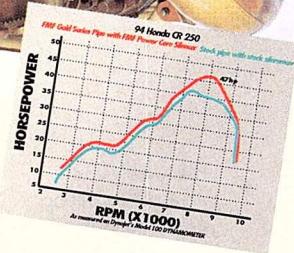
visited. "It was great to be able to make a living from what was basically a fun hobby," Broc says. He did not race for the applause of the fans but for the satisfaction of having accomplished something for himself. When asked what he is up to these days, Broc's response was, "Good question." He is starting to look for something which will keep him in better shape than golf, which he has been playing quite a bit the last few years.

## DAVID BAILEY

Probably the most creative motocross rider in the history of the sport, David Bailey joined Team Honda in '82 as a rising young talent. In his second year at Honda, David won the only combined Grand National Title given in AMA history by winning the Supercross and 250 National Championships. David went on to win four AMA National Titles before his career was ended prematurely due to a pre-season injury in '87. There is no doubt that Bailey would have won many more races and championships, and he may still do so because Dave plans to go full-time into wheelchair racing and wants to give it 100% until he is the best. Over the last few years, David Bailey has worked as an apparel, product and graphics designer for JT Racing.

## JIM WEINERT

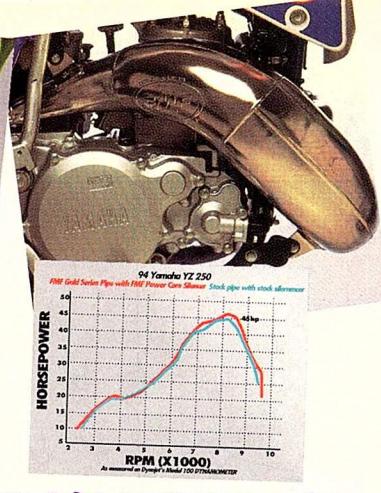
Jim Weinert was the first American to win a Trans-AMA race against the Europeans. That rainy day in '73 at Houston's Rio Bravo Motocross Track is, to this day, still vivid in Jim's mind. It is the best of his racing memories, even when compared to his two 500 National titles and one Supercross title. When we asked Jim about his career, he wanted to take the opportunity to say something he felt he had always forgotten during the winning



PUMPS UP BOTTOM END TORQUE, STARTS PULLING DRAMATICALLY HARDER @ 6,500 AND TOPS OUT @ 4 H.P. MORE THAN STOCK ON TOP @ 8,000 REV'S



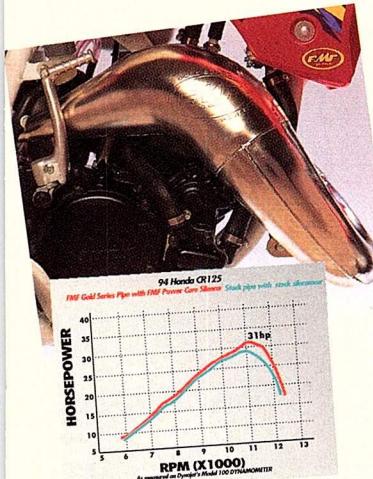
COMES ON SMOOTH & TRACTABLE ON BOTTOM WITH 2 MORE H.P. KEEPS PULLING THROUGH TOP END WITH A 3 1/2 H.P. INCREASE. THIS PIPE IS WINNING EVERYWHERE AND IT'S USED BY MOST OF KAWASAKI'S OFF ROAD TEAM.



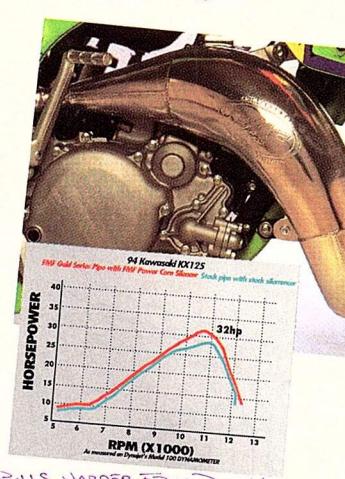
ADDS 2 1/2 H.P. @ 6,000 RPM TO TAKE AWAY THE DIP IN THE POWERBAND. KEEPS PULLING UP PAST 8,500. AT THE 3RD ROUND GF, CYCLE NEWS NOTED THAT BOBBY MOORE'S 250 WAS LEAPS & BOUNDS FASTER THAN ANYONE ON THE TRACK



PULLS FROM WAY DOWN LOW @ 4,000 RPM WITH A 2 H.P. INCREASE. IT KEEPS PULLING THROUGH 5,000 WITH 3 H.P. MORE AND DOESN'T STOP UNTIL HIS 8,000 WITH A STRONG 4 H.P. INCREASE.

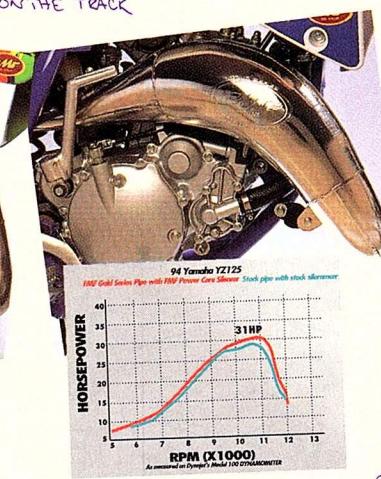


GIVES MORE BOTTOM END TORQUE & LETS THE CR 'KEV' FAST 11,500 WITH A 3 H.P. INCREASE, MORE REV'S TOO! TIM FOLEY USES THIS ON THE SUPER-X SERIES.

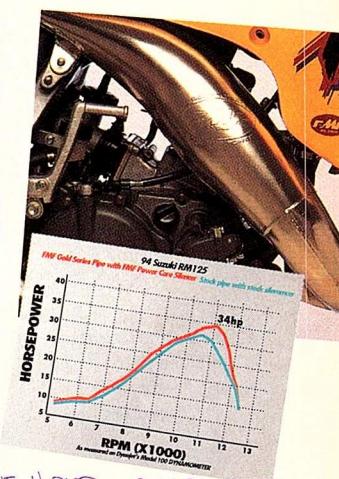


PULLS HARDER FROM DOWN LOW @ 6,000 RPM THRU MID RANGE AND STARTS TAKING OFF AT 9,000 WHEN STOCK FLATTERS OUT!

3 H.P. INCREASE ON TOP END. MICHAEL BRANDES WON THE GOLDEN STATE NATIONALS WITH A GOLD SERIES



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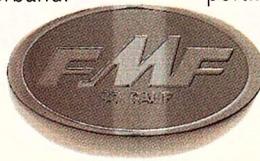
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# WHERE ARE THEY NOW?



**Russian capitalist:** Steely-eyed Gennadi Moisseev used to be the enemy of the west, but now he works in cooperation with capitalism.

years: "My father was the one who made me a champion."

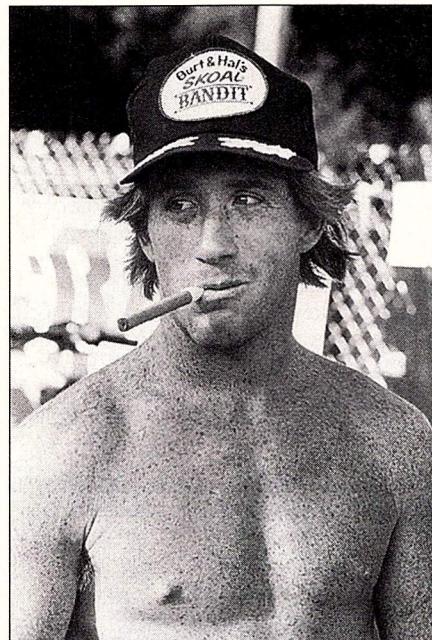
You could always count on Jammin' Jimmy for entertainment after the races. If he was not making fun of us Europeans, he would be getting into mischief, playing his guitar or making up poems about his competition. Jimmy retired from racing in '80, and while he did run a motocross school for a few years, in '85 he moved from Southern California to New York to join his brother and father in the family recycling business.

The first years of retirement were tough for Jimmy Weinert. He explains it this way: "It was as if someone turned the lights off and suddenly everything was dark. I tried to console myself by drinking. It did not feel very good. About 2-1/2 years ago, I got some help and was able to rid myself of the drinking habit I had developed. Now I feel great, I get up early, I'm happy again and I've even gotten back into racing [in the Vintage Over 40 class]. I'm even used to New York weather. And by the time people read this, I'll be a granddaddy."

#### GENNADI MOISSEEV

Gennadi Moisseev was the epitome of the "Evil Russian Empire," or at least it looked that way to American motocross fans of the '70s. Moisseev won the 250 World Championships in '74, '77 and '78. He was also on two winning Motocross des Nations teams in '78 and '79 and was awarded the Merited Master of Sports of the USSR medal (which is usually reserved exclusively for Olympic Gold Medal winners). One of Moisseev's 250 World Championships was won in the controversial '74 battle with Jaroslav Falta, which was marred by Russian team tactics and protests. Another title was lost in '76 against Heikki Mikkola by one point, even though Moisseev had won more motos than Mikkola. When

the Iron Curtain finally fell and people from the Communist bloc were able to move freely from country to country, Moisseev was one of the first athletes to take advantage of the new freedoms by bringing a two-rider Russian team to the 500 USGP. It turned out that the stoic Russian major of the '70s really was a nice, friendly guy. Today, Moisseev lives in St. Petersburg (for-



**Mountain bike:** Danny "Magoo" Chandler struggled to find his way after his racing career ended, but he has discovered mountain bikes and promotes off-road races.

merly Leningrad) where he imports Honda CRs, automobiles and is a partner in an automobile driving school (which also does motocross schools).

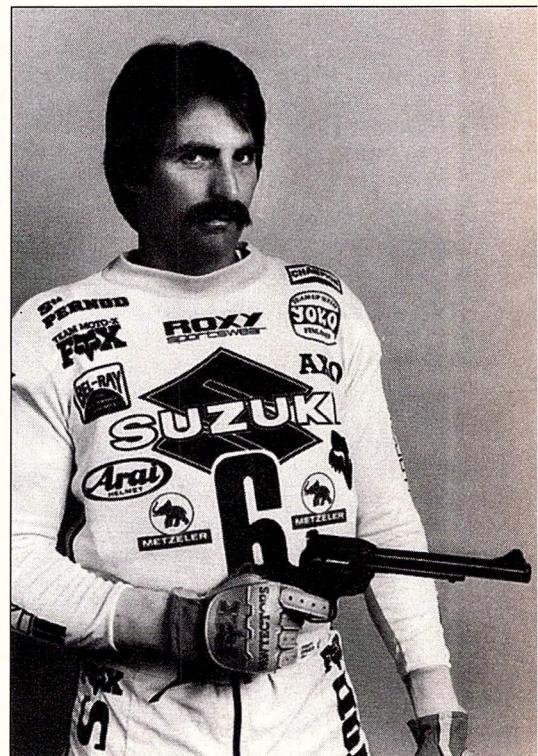
#### DANNY "MAGOOG" CHANDLER

Danny "Magoo" Chandler's magic year was '82. Magoo became the first rider in motocross history to win every moto of the Motocross and Trophies des Nations in the same year. After dominating those two events, Magoo returned to the United States and did the same at the ABC-TV Superbikers race at Carlsbad Raceway. Magoo never won an AMA National Championship—his best overall finish was third place in '83—but he did win a total of five National events and the hearts of everyone who ever saw him ride. His spectacular style was punctuated by a throttle-to-the-stops, dirt-flying attack that saw him so crossed up that he came over most jumps almost backwards. In fact, at the '82 Motocross des Nations, Team Honda had to ask the event organizers to trim a tree because Magoo was flying

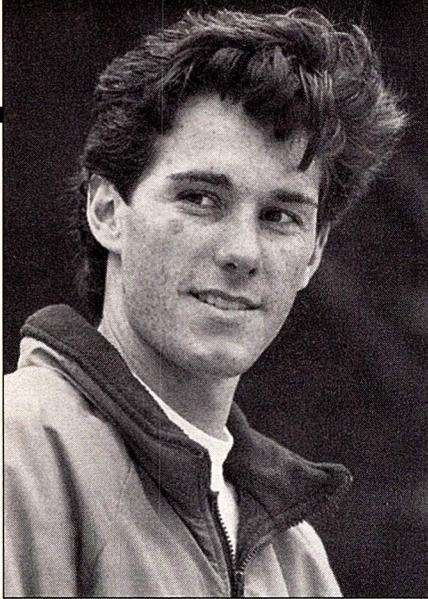
through branches that no other rider was coming within ten feet of. Danny's enthusiasm for showmanship and pleasing the crowd got the better of him when he did a one-handed jump at the Paris Supercross and did not recover in time. Injuries from that event ended Danny's racing career and confined him to a wheelchair. Like so many before him, he tried to find comfort in drugs and alcohol but finally took the upper hand in his own life. He now spends his time and energy promoting mountain bike races from his Northern California stomping grounds.

#### BRAD LACKEY

Brad Lackey was one of the first Americans to dedicate himself to racing on the Grand Prix circuit. His first trip to Europe was in '70, where he stayed in a wooden cabin without electricity behind the CZ factory. In '72, Lackey won the AMA 500 National Championship and used the boost from that title to return to Europe to race for the complete '73 season. In his first season, Brad Lackey ended up 13th overall, but with perseverance, he improved his performance every year for the next nine years. After finishing a close second to Andre Malherbe in '80 and coming close again in '81, he finally realized his dream of becoming the first American



**Diversity:** Brad Lackey was the first American to win the 500 World Championship and is now involved in dirt track racing.



**Fireman: Micky Dymond was the epitome of the hard-charging, fast-living California racer. He quit racing to become a poet. Now he wants to be a fireman.**

to win the 500 World Championship in '82. Unfortunately, Brad retired in '83 after the industry scaled back its racing efforts in Europe. Brad refused to sign for less money than his hard work and 500 title deserved, and if he could not get what he wanted, he vowed to

## WHERE ARE THEY NOW?

sit it out. Lackey raced only once with the #1 plate on his bike, finishing fourth at the USGP at Carlsbad on a YZ490. The best memories that Brad has from his racing career revolve around going into the '82 season knowing that it was his last chance to win the World Championship. He is proud that he made a plan for testing and training and stuck to his guns even when Suzuki wanted things done differently. Since his retirement, Brad has been involved in several different business ventures, but just recently he has put together deals to do T-shirt concessions at dirt track events, develop a vintage clothing line, work on a pilot project for a new TV series and help with the medical supply export business that his wife Lori runs to Germany.

### MICKY DYMOND

As Honda team consultant, I signed Micky Dymond to be Honda's 125 rider for the '85 season. It was a gamble, since Dymond had spent most of his time at Husky riding in the 250 and 500 classes. Micky came through by win-

ning the AMA 125 National Championship his first year and repeating the title the next year. Under the AMA rule that required two-time 125 National Champions to move up a class, Micky moved to the 250 class, where he finished eighth and ninth in '88 and '89. After his American racing career turned sour, Micky went to Europe to try to win the World Championship, but he was never able to get on a first-class team and at the end of the '92 season he made up his mind that the sport had become too political to give him the support he needed.

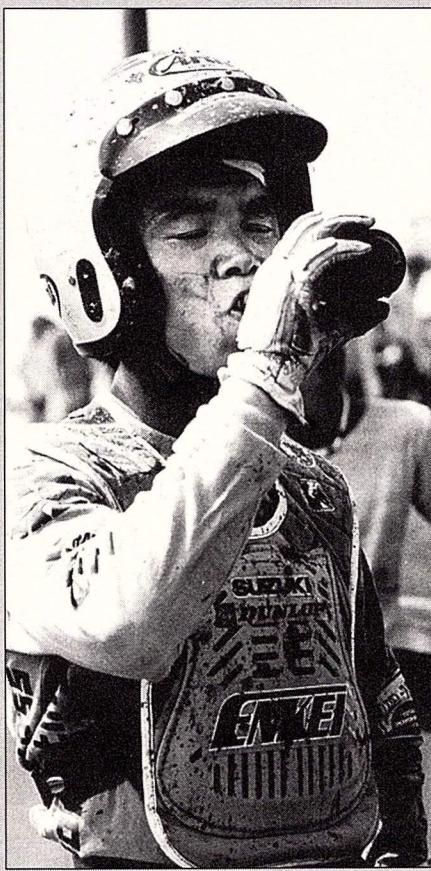
Micky's best memory from his racing career was winning the Brazilian 125 Grand Prix in '86, not only because it was his first Grand Prix win but also because it was his first trip overseas. Micky was impressed by the fact that three times as many spectators showed up at the Brazilian race as at the biggest U.S. outdoor event. Today, Micky works in his family's construction business and is interested in becoming a fireman.

## JAPAN'S FIRST MX STARS TAICHI YOSHIMURA & AKIRA WATANABE

• The Japanese motorcycle manufacturers dominate the sport of motocross with their production lines, R&D and expansive race teams, but they have not been major players in the development of home-grown motocross racers. The two biggest names in Japanese motocross history are Akira Watanabe, the first and only Japanese rider to win a World Championship, and Taichi Yoshimura, the first competitive Japanese rider.

### TAICHI YOSHIMURA

Taichi was interested in speed from an early age. He had originally planned on becoming a fireman, but turned his attention to motocross because the village he grew up in had no paved roads, and the mountain road that connected his village with Osaka was more goat trail than highway. It is on these roads that Taichi honed his motorcycle skills. Taichi went on to become the first Suzuki factory rider, racing its street-based 250 twins and eventually racing the primitive motocross bikes they built from photos they saw in European magazines. Yoshimura, whose name translates as "Big One from Lucky Village," went on to win three Japanese National Championships for Suzuki before defecting to Honda in '71.



**Akira Watanabe: Was it a fluke? Akira Watanabe was the first and only Japanese rider to make a mark in the motocross world. Watanabe won the '78 125 World Championship.**

*Photo by Luc Verbeke*

Today, Taichi owns and runs a major motorcycle business that employs 50 people. His shop represents all four brands, is the Japanese distributor of Alpinestars and runs its own private motocross team.

### AKIRA WATANABE

To this day Akira Watanabe is the only Japanese rider to have won a major world motocross title; no one ever came close before or after him. During Akira's bid for Japanese dominance of motocross he based himself in Belgium and spent most of his time in the company of Gaston Rahier, the three-time 125 World Champion and Paris-Dakar winner. Under the guidance of Team Suzuki and Gaston Rahier, Watanabe's '77 debut was a successful one for the Japanese rider. Akira won two GP motos in '77 as Rahier clinched his third consecutive 125 title (winning 15 motos). In '78 the pupil (Watanabe) and the mentor (Rahier) tied with seven moto victories each (although Gerard Rond won eight motos). Akira Watanabe won the 125 World Championship that year, narrowly defeating Rahier.

In '79 Gaston Rahier moved to Yamaha and Suzuki hired Eric Geboers as his replacement. The young Geboers won 18 GP motos to Watanabe's three, and in '81 Akira raced his last successful GP season. Today, Akira Watanabe distributes French lubricants (Blue Oil) to Japan and organizes enduro events in the Toshigi region of Japan. •

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# WHERE ARE THEY NOW?

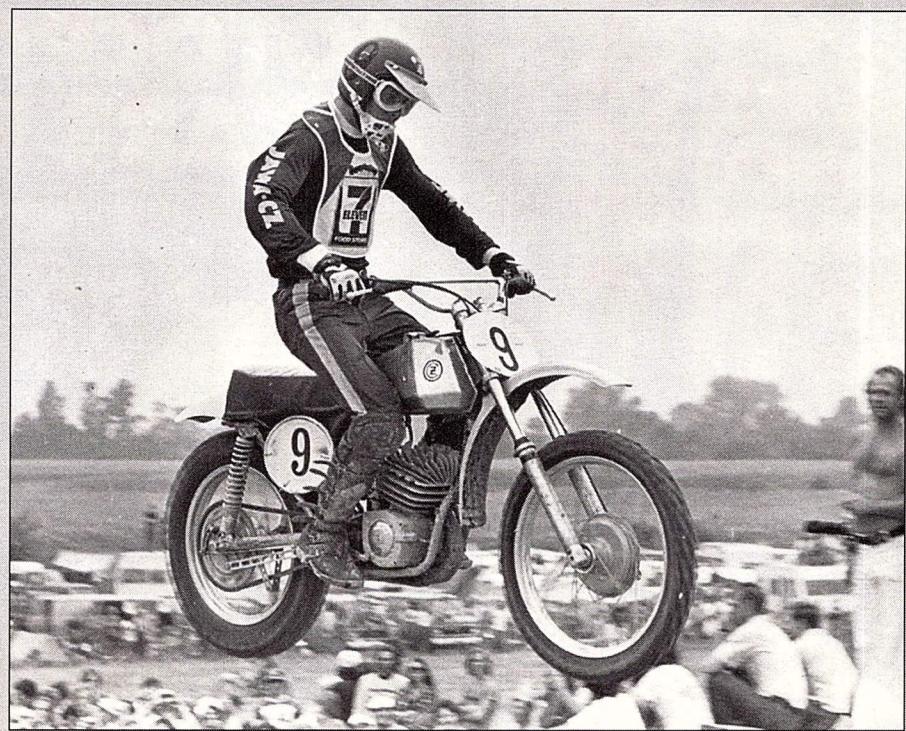
## NO-FAULT

### CZ's JAROSLAV FALTA

• Jaroslav Falta became a household name in the United States after he won the Los Angeles Coliseum Super Bowl in '74. As important as that event was in Falta's career, he achieved everlasting fame because of a race he lost that same season. After a tight season-long battle with Russian Gennadi Moisseev, the 250 World Championship came down to the final race of the season. As legend has it, Falta became the target of an all-out attack by Moisseev's Russian teammates, who knocked him down, ran him off the track and, in the end, protested him for jumping the start in the second moto. Falta lost the championship, but earned the admiration of every motocross fan for his do-or-die victory at that race against incredible odds (even though the victory was taken away from him).

**MXA:** Jaroslav, in America two things come to mind when your name is mentioned—first, winning the Super Bowl in '74, and second, the incident with the Soviets at the final GP of the same year. Tell us what you remember about those races.

**Jaroslav:** I had been in the United States the year before to race the Inter-AMA Series. But the Los Angeles Coliseum was something I had never experienced in my life—the fact that it was a night race, the atmosphere, the cheering of the crowd, the track and the fact that there were little kids racing as a support race surprised me. Everything was so different. I had never seen anything like it. But to me the most important thing of the year happened at the Swiss Grand Prix. Moisseev had a few more points than I did, but I had more wins than he did. And during that time, they dropped a rider's two worst finishes from the overall results. If you counted the points that way, I was leading the World Championship by three points, but I had no worst finishes to give up, so I had to have a good result that day. For the final race of the season, the Russians had entered several riders who were not regular Grand Prix contenders in the 250 class. And it was ironic that they were all riding CZs, just like me. After all, Moisseev rode for KTM. In the first moto, I finished third. Although I had problems with Moisseev, who crashed in front of me, and with Popenko, whose main goal during the race was to block me, the blocking was so out of hand that in the second moto Harry Everts and Gaston



**Jaroslav Falta:** The western world may have forgiven the Russians for the inequities of the Cold war, but Czech Jaroslav Falta is not so forgiving.

Rahier got so disgusted that they started blocking the Russians to get even. I still managed to win the second moto and what I thought was the World Championship. But the Russians found another way and had me penalized one minute for supposedly jumping the gate. No one had any evidence that I jumped the gate, and although we found someone who had photos from the start and appealed the penalty, it was to no avail. I found out afterwards that it was rumored that one of the promoters of the event was involved with the sale of KTM's in Switzerland. The whole thing was political. I don't even know if there's much that Moisseev could have done about it. He and his teammates were told what to do and they did it. In fact, the next morning he came up to me and said, "Hi," just like nothing had ever happened.

**MXA:** Speaking of CZ, what's happening there? Is there any future for them in the motorcycle business?

**Jaroslav:** CZ is still making 125 MX bikes and some street bikes, but they have not evolved with the times. Even in [the former] Czechoslovakia there is no demand and no future in the motorcycle division. In fact, the factory is up for sale.

**MXA:** How does the splitting of Czechoslovakia into different countries affect motocross?

**Jaroslav:** Actually, most of the motocross races have always taken

place in the Czech side. Slovakia never had much motocross racing. It is hard to say what will happen in the future. Bikes and parts are very expensive, but there are still some good events in our country and we do have a 250 Grand Prix at Holice.

**MXA:** How did you get started in racing? Who did you look up to? Who was the toughest rider you ever competed against?

**Jaroslav:** My uncle helped me get started racing, although my older brother was racing with Karel Pilar and Vlastimil Valek. The riders I looked up to most were Jiri Stodulka and Joel Robert. The toughest rider I ever competed against was Miroslav Halm, but I can't forget Baborovski, Moisseev, Kavinov and Everts.

**MXA:** What are you doing these days?

**Jaroslav:** For '94 I have made a commitment to coach a young rider named Robert Slovacek. I want to put 100% into that for a season and see what happens. So for the immediate future, I hope that my rider will win some races and I want to come and ride some Vet races in the United States. I have two children—a daughter who is 15 and a boy who is ten. I want to help him get started in racing, too.

**MXA:** Looking back on your racing career, what do you consider to be your best memory?

**Jaroslav:** Winning the Los Angeles Coliseum Super Bowl! □

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# GREATEST RIDERS' GREAT ADVICE

Word from the wise & fast



□ If you were an aspiring heart surgeon, wouldn't you like to get a word of advice from Dr. DeBakey before inserting the scalpel? What potential quarterback wouldn't like Joe Montana to check his grip on the ball? Is it unrealistic to expect Pavarotti to come over to the house to help you belt out a few show tunes? Sure it is! But the MXA wrecking crew decided to send Roger DeCoster out to ask the greatest motocross riders of all-time for the gems of advice that they believe are worth passing down. We like the irony of sending the man that most of these riders looked up to, chased, worked for or learned from to find out what advice they have to offer. Here is the greatest advice of the greatest riders in the sport.

### RICK JOHNSON

"Never give up. I mean on or off the track. Many riders give up as soon as something goes wrong. They let little mishaps derail their effort. Whether something goes wrong during the week, during practice or during the race (even a poor start), there's no rea-

son to start looking for excuses. I feel that a lot of riders had more talent than I had, but gave up way before I did. I always tried to give 100 percent on race day. That is what helped me win races and championships."

### DAVID BAILEY

"I feel strongly about several aspects of racing. First, work on your fundamental skills. Keep working on the basics, taking each obstacle separately, and maybe only trying to practice one obstacle a day. Do them over and over again until you get it right — even if it takes a hundred times. Then

◀ **Jeff Ward:** "Be open to ideas about racing and observe other riders. You can often learn from them. Race with passion and have fun with competition."

**Rick Johnson:** "Never give up. I feel that a lot of riders had more talent than I had, but gave up way before I did. I always tried to give 100% on race day . . . " ▶

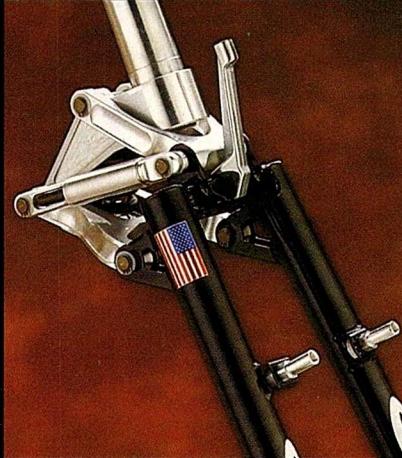




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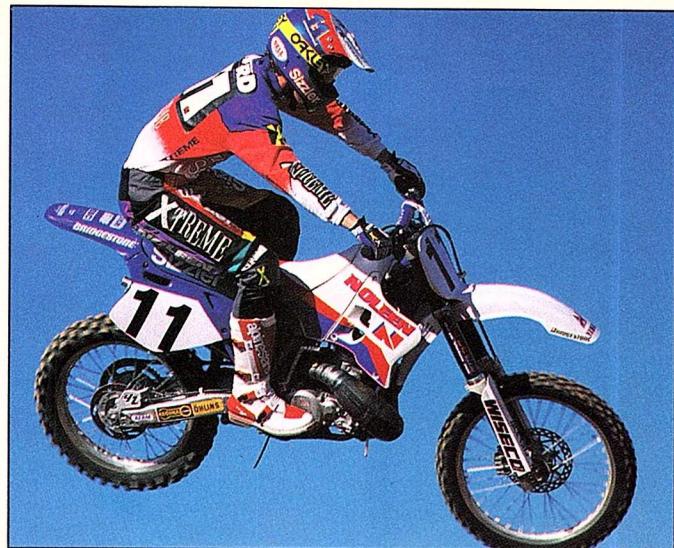


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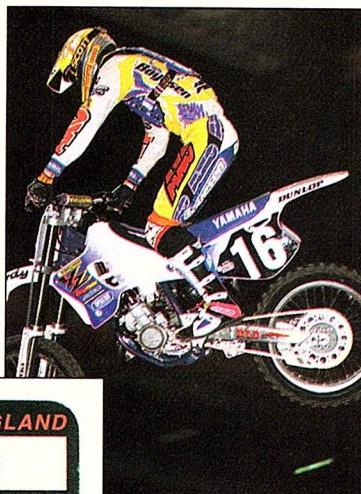
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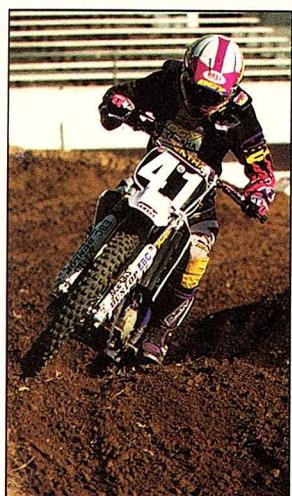
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# GREAT ADVICE

At 30 it will be too late to start a racing career, but you can always play. The girls will be older, but they are still enjoyable."

## JEFF WARD

"It is good practice to make a schedule and stick to it. This will bring you strength and gratification. Mix up your training with a lot of variety, and every now and then take a day (or a week) for play and relaxation.

"Set goals for each year and reward yourself for reaching them. In the races be professional. Make your sponsors feel proud to be part of what you are doing. Be open to ideas about racing and observe other riders. You can often learn from them. Race with passion and have fun with competition."

## JODY WEISEL

"I come to the races to race. I'll fight you just as hard for 16th place as for first. Of course I have more experience fighting for 16th, but I'm sure I'd have as much fun up front as I do in the back."

## JEFF STANTON

"A lot has been said about getting yourself ready physically, but not enough attention has been paid to mental readiness. It is just as important to get your mental attitude in the right shape. You might have the natural ability of Ron Lechien or my physical fitness, but if you aren't mentally prepared, chances are you won't go far. Jeremy McGrath is the perfect example. He has the mental confidence to be a winner, and it is now up to the rest of us to get stronger and convince ourselves that we can beat him."

## MARK BARNETT

"I think that a racer should ride as much as possible. I used to ride three or four times a week, and then race on the weekend. I tried to practice just like it was a race. I would go wide open from the start and try to finish even stronger. I would do two or three motos a day, and then I would run for one hour. To help push myself I would be thinking about the rider I had to beat on race day. There was not a lot to distract me where I lived. I used to stay in my riding gear all day long. Occasionally, I would go inside my shop or take a short break to watch TV, but I still put in six hours of practice and training every day. It really helped me on race day, because my competition knew that even if I got a bad start I would be there at the end. In my day we ran 40 minute motos, and it was always in the last ten minutes that things started to happen." □

**Jeff Stanton:** "You might have the natural ability of Ron Lechien or my physical fitness, but if you aren't mentally prepared, chances are you won't go far."

**◀ Jeremy McGrath:** "It's tough to keep motivated, and that is what I admire most about the old guys. All professional motocross racers should remind themselves how lucky they are . . . "

(on and off the bike). A simple summary of what you eat during the week and your results will help you understand what works best for you. After doing this for a reasonable amount of time the log book will help you decide what to do in preparation for any event that is particularly important to your racing season."

## JEREMY MCGRATH

"I believe that it is important to keep having fun while racing. This is very difficult because all the people around you put pressure on you, maybe indirectly, but the pressure to do well is always there. At one point last season I caught myself feeling like motocross was becoming a job. When I realized it, I straightened that out real quick. It's tough to keep motivated, and that is what I admire most about the old guys. All professional motocross racers should remind themselves how lucky we are to be making a good living from our hobby."

## JIM WEINERT

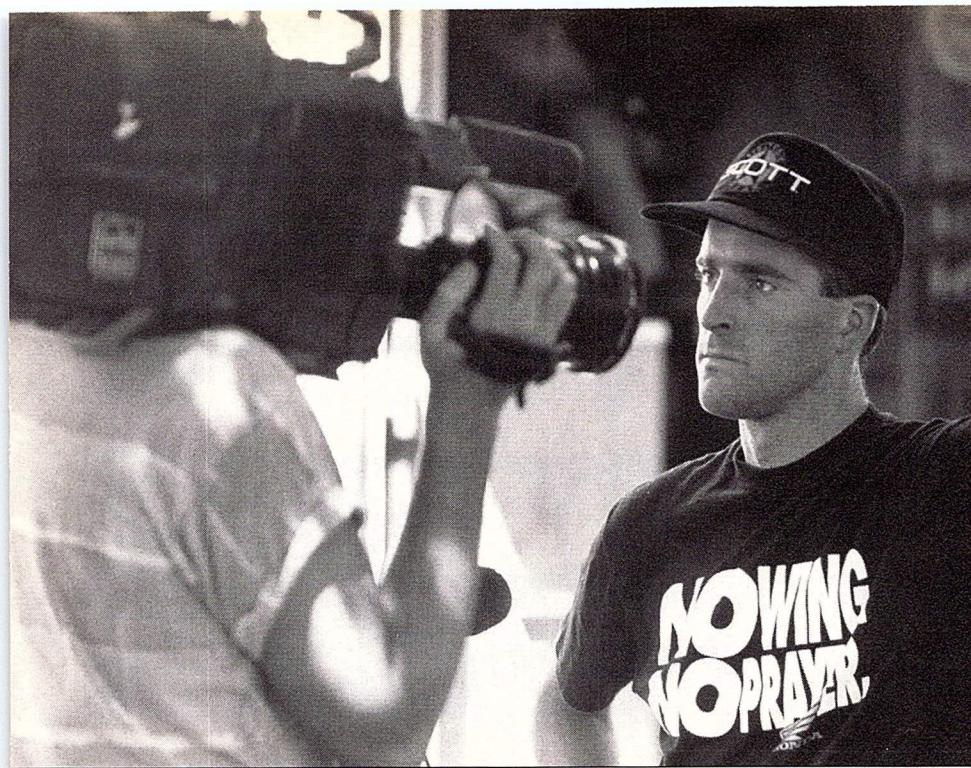
"Stay away from alcohol and drugs. They will take you places you don't want to go."

## BOB HANNAH

"Once you make up your mind what you want to do, then go after it. If you choose to go racing, give up everything, knock off all the stuff you like to do and apply yourself to racing. You can only make it while you are young."

when you are happy that you have mastered the obstacle go out and do a few laps around the track to make sure that it all flows together. This is valid at any level; even an accomplished champion has to keep working or he will go downhill quickly. This is very easy for a champion to do, when he starts reading magazines praising him and calling him a god.

"Next, you should keep a little log book to record your training activities



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"Next, you should keep a little log book to record your training activities

# RIDING TRICKS THAT CHANGED THE SPORT

Roger DeCoster takes you back through time

By Roger DeCoster

Most of you weren't lucky enough to see the greatest riders in motocross history. Not that Jeremy McGrath, Mike Kiedrowski and Jeff Stanton don't qualify as great riders, but motocross skill is a relative thing. The skills that carried Rolf Tibblin, Jeff Smith or Sten Lundin to World Championships in the '60s aren't the same as those that earned Joel Robert, Heikki Mikkola and myself titles in the '70s. Nor are they the skills that Bob Hannah, Rick Johnson or Jeff Ward used to get to the top in the '80s. Obviously there is a lot of overlap—after all, riding a motorcycle has remained relatively constant—but the emphasis has been different! Very different!

Tibblin, Smith and Lundin's big, heavy and almost unsuspended four-strokes required a brutishness that Stanton, Kiedrowski and McGrath might be capable of, but with today's bikes and tracks they don't necessarily need. By the same token the acrobatics of Jeremy McGrath would have been of little use to a rider on a 300-pound, three-inch-travel, '63 Lito thumper.

In a strange way the bikes determine skill requirements, select the traits that will succeed and dictate the track layout. However, there are those moments when a rider transcends his bike's capabilities, that moment in time and space when creativity, necessity and circumstance blend into a new derivative of the sport. With riders like Jeremy McGrath having learned their basic skills in BMX, which borrowed its basic moves from motocross, we may be seeing whole new ways of riding a motocross bike as today's riders develop new ways of making their machines do what they want them to.

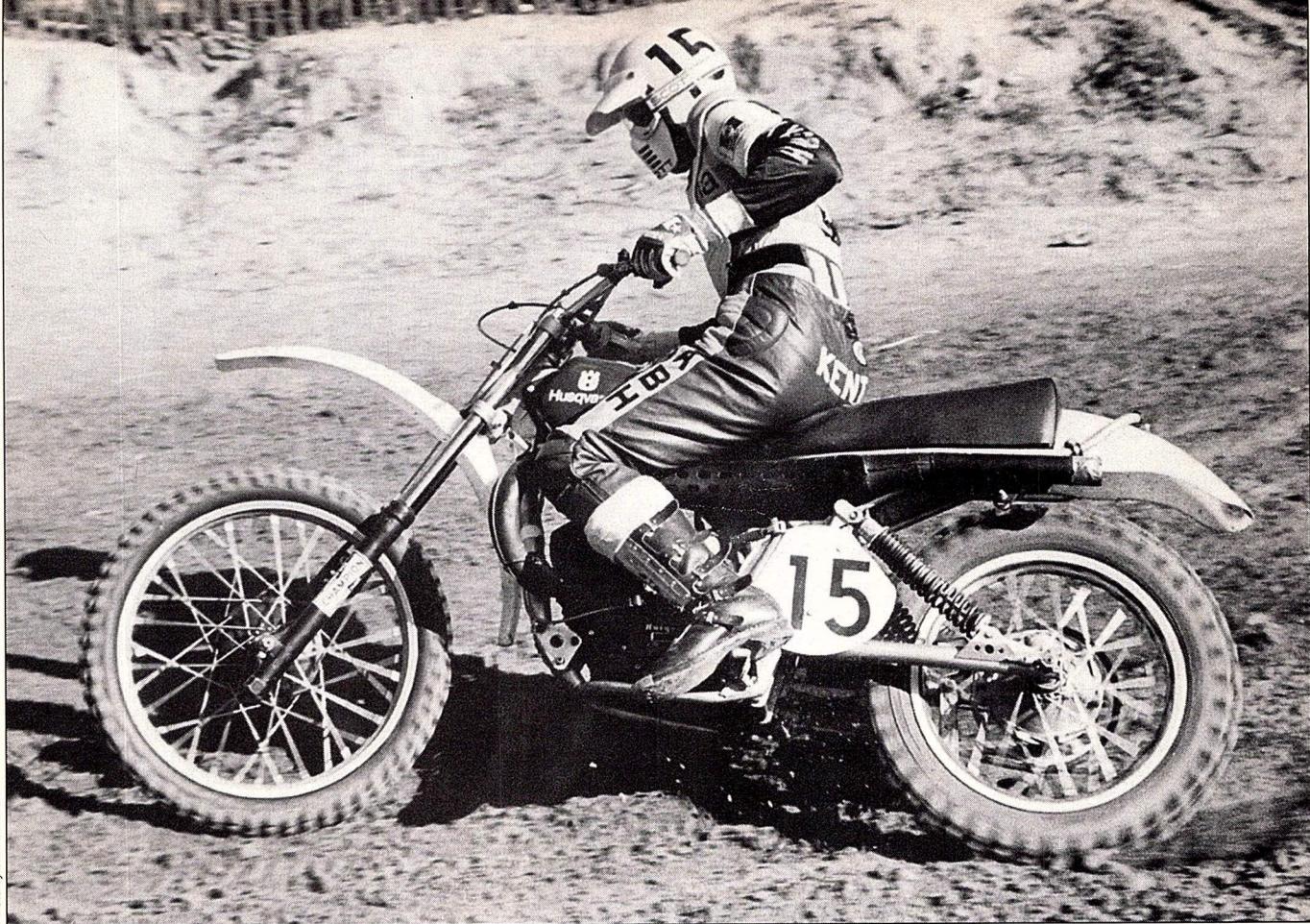
New riding tricks are often the re-

sults of showing off, making mistakes or trying to avoid crashing—but when the right rider makes the wrong move, it often results in a whole new way of thinking! The MXA wrecking crew asked me to take you on a trip through the last 20 years of motocross—not to

look for the greatest riders in the sport, but the greatest moves!

These great maneuvers may be old-hat to a hot-shot modern rider, but they had to start somewhere. This is my list of riding tricks that changed the sport of motocross.





## MY PERSONAL TOUCH THE CROSS-UP

• I don't believe that I was the first rider to ever get crossed-up on a motorcycle, but for some reason the cross-up has become synonymous with my name. Before I had even won my first World Championship, the fans in Europe knew me for clicking my front wheel to the side over jumps.

The first time I intentionally crossed up my bike was at the '67 French Grand Prix at Niort. There was a spot on the track where the riders jumped out of a quarry and up onto a fast straightaway. The problem was that when I jumped out of the quarry in the conventional way, it threw my bike in a direction which didn't allow me to get on the gas as quickly I would have liked. In practice, while trying to figure out how to get through this section fast, I found myself overjumping and missing the good line. It was during one of these mistakes that I turned the front wheel in the direction I wanted to go while still in the air. I immediately realized that the crossed-up front

wheel changed the dynamics of the bike and gave me a different type of control than when the wheels were straight.

From that moment on I practiced with this new sensation; it was adopted by other riders and when I first came to the United States to race, American teenagers saw the cross-up and were fascinated by it—it caught on as the trademark move of both my career and the sport of motocross. It's funny to think that the cross-up was the result of trial and error and my mistake of overjumping. •

## FRYING THOSE FIBER PANCAKES CLUTCHING IT OUT OF TURNS

• Clutching your bike while applying the throttle is a way of getting a different powerband, avoiding a downshift or maintaining momentum. Since the beginning of time riders have used their clutches, but in the '40s, '50s and '60s a racer couldn't abuse his clutch without fear of burning it out. Even in the '70s most riders used the clutch for the start, occasional shifting and tight turns only. All this changed in '75 when Kent Howerton began to rocket his underpowered Husqvarna 360 out of turns faster than his Japanese works bike-equipped rivals. No one could figure

▲ Roger DeCoster: When Roger DeCoster first came to America in '68, the teenaged fans were amazed that he turned the front wheel of his bike sideways in the air. By the time Roger had visited America a few more times, every rider could do a cross-up.

**Kent Howerton:** Armed with an under-powered Husqvarna 360, Kent Howerton discovered that he could enter corners a gear higher by slipping the clutch. Before this, the clutch was used for starting and stopping—nothing else. Howerton used the trick to win Husky's last National Championship in '76.

out how Howerton could come into a corner behind two more powerful Japanese works bikes and pass them either on the exit to the turn or less than halfway down the next straight. It wasn't possible!

Word began to leak out that Howerton's mechanic, Eric Crippa, was changing clutches between motos. At first the other riders made fun of how much work Howerton was causing his mechanic, and then one day during practice Tony DiStefano and Jimmy Weinert were watching Howerton go around the track and they noticed that he didn't downshift for the turns. Howerton came into second-gear turns in third and clutched his way out without downshifting. The Jammer and Tony D looked at each other and clutching was born.

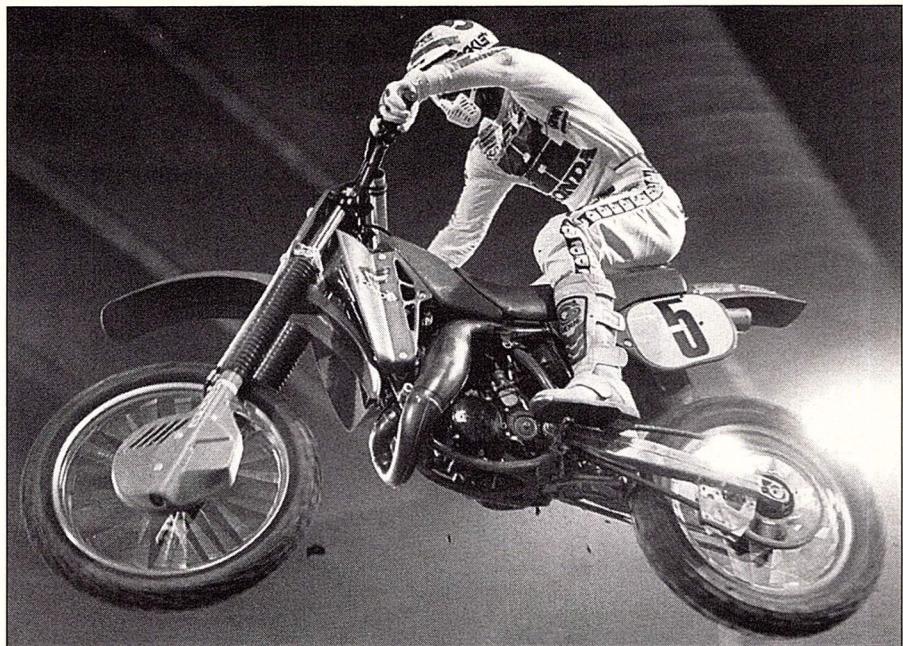
Clutching became so popular in the pro ranks that the factory bikes, and eventually the production bikes, were outfitted with removable clutch covers. The Honda team had the first separate clutch cover, which they made to accommodate the radical clutching tactics of Johnny O'Mara. •

## CHANGING THE TRAJECTORY LOCKING UP THE REAR WHEEL

• It is common for a modern motocross racer to change the attitude of his machine in the air by tapping the rear brake. When the front wheel gets too high, a professional racer will lock up the rear brake to bring the front wheel down. Supercross racing has made locking the wheel in the air into a required technique to (1) match the steep landing ramps of doubles, (2) shorten the distance flown, (3) keep from looping out or (4) to carve an elliptical arc in the air.

Lots of riders have slammed the brake on in midair, but the first rider to use the rear brake as a jumping technique was Johnny O'Mara. David Bailey remembers how the move was developed: "I think it was in '84. Johnny O'Mara and I were play riding at Honda's old test track in Simi Valley, California. We were always looking for the steepest hills and cliffs to climb. Johnny found this place that was practically vertical. I watched him take a run at it, and just before reaching the top his bike was oververtical. I was sure that he had lost it, but by instinct Johnny pushed the rear brake, cleared the top and landed with the rear wheel locked. He had this big grin on his face and a let out a sigh of relief. We immediately started experimenting with the rear brake over jumps.

"At the '84 Orlando Supercross," says Bailey, "a bunch of us were watching Johnny ride practice, and



Broc Glover said, 'What's wrong with O'Mara? He keeps locking up his rear wheel over that big jump.' I said, 'I don't know. It's weird!' but it wasn't long until all the top pros had figured out what Johnny was up to." •

### SET IT DOWN GENTLY WHEELING OVER OBSTACLES

• In the early days of motocross a jump was a jump. If a bump was bigger than the limited capabilities of the short-travel suspension, a rider played it safe by using the bump as a jump. This was only logical, when you con-

**Johnny O'Mara:** While play-riding in Simi Valley, California, Johnny O'Mara discovered—and, more importantly, began to apply—the laws of centrifugal and centripetal forces (as they apply to a motocross bike). It changed the face of supercross jumping.

sider the consequences of having the rear end hit a small jump and kick up on a 270-pound, BSA four-stroke or three-inch-travel CZ. When in doubt, jump! That was the rule of sanity right up until a young rider named Marty Tripes came on the scene.

Tripes was one the sport's most natural riders. The chubby teenager didn't look like a motorcycle racer off his bike, but on it he was poetry in motion. Tripes was the first rider to make an art of simply wheeling over small jumps. He could come out of a corner leading to two small, three-foot-high jumps and never let the rear wheel leave the ground. Tripes would wheelie the front wheel over the jump, unweight the rear wheel and maintain a fluid flow. The ability to wheelie obstacles changed the way riders looked at tracks, and eventually the size and shape of jumps.

Today's riders have taken Marty Tripes' trick and added all types of moves to it. By lifting the front wheel over the lip of a steep jump, riders can keep the bike lower to the ground, and today's riders like to wheelie into the face of one jump in order to get the bike to rock over the top of it so they can get enough drive to turn the next set of jumps into a double. •



**► Marty Tripes:** Riders have been pulling wheelies for years, but it was Marty Tripes who turned wheeling into a racing tactic instead of just showing off. Tripes, seen here on a Bultaco, managed to keep the rear wheel on the ground for longer and stronger drives over jumps, whoops and obstacles.



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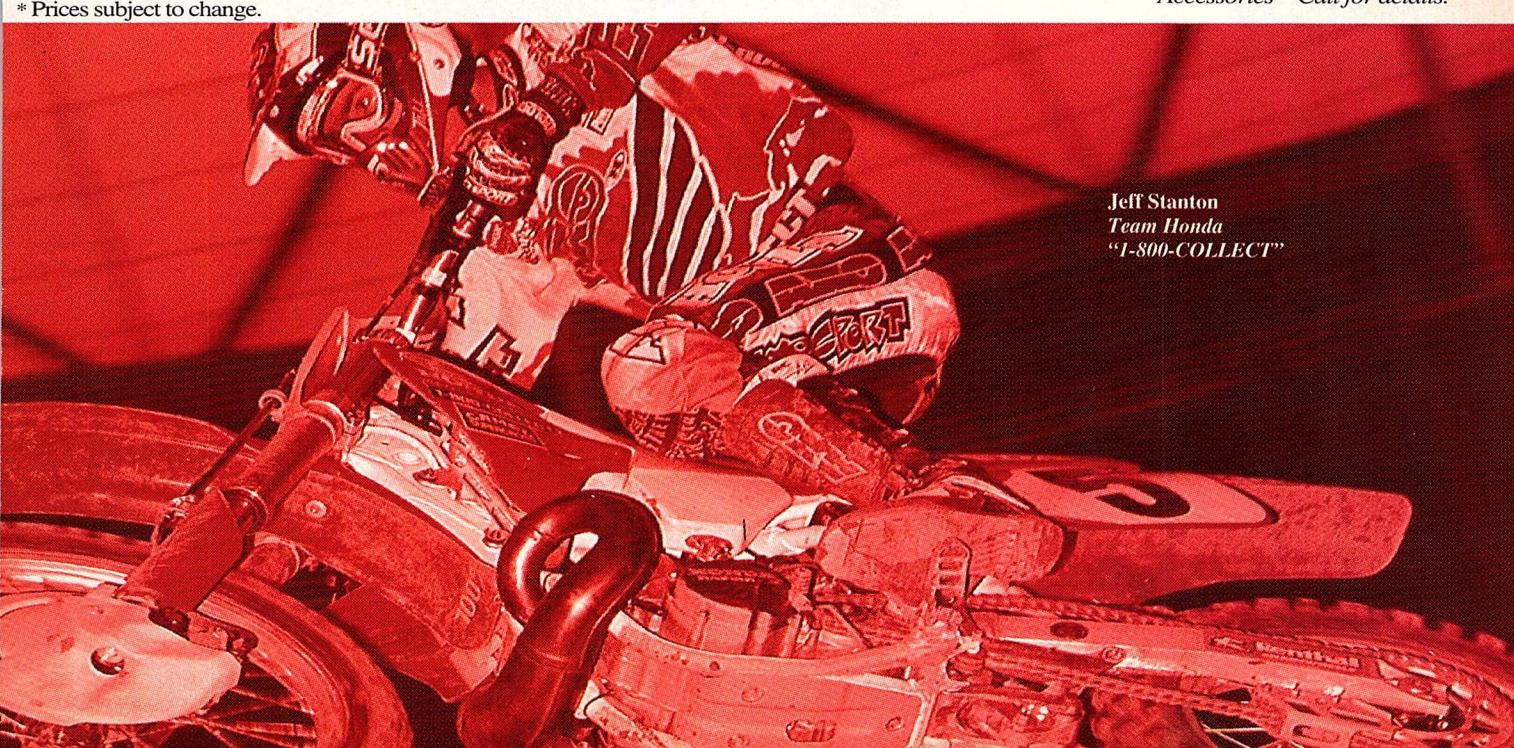
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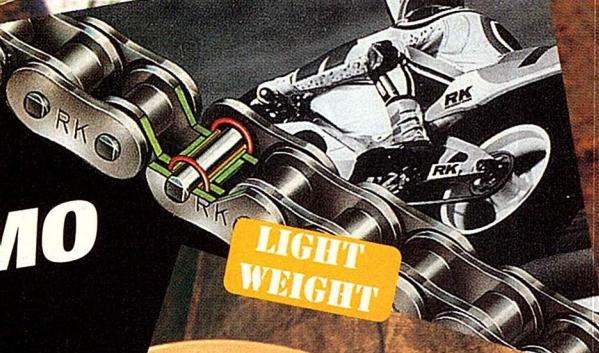
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## SAFE AT THIRD THE BRAKE SLIDE

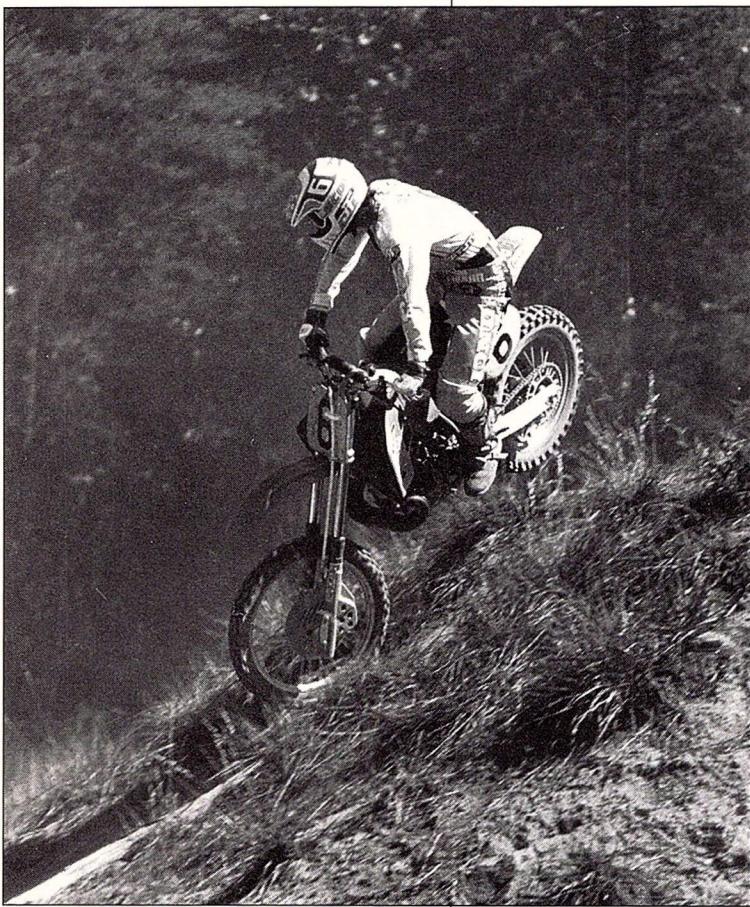
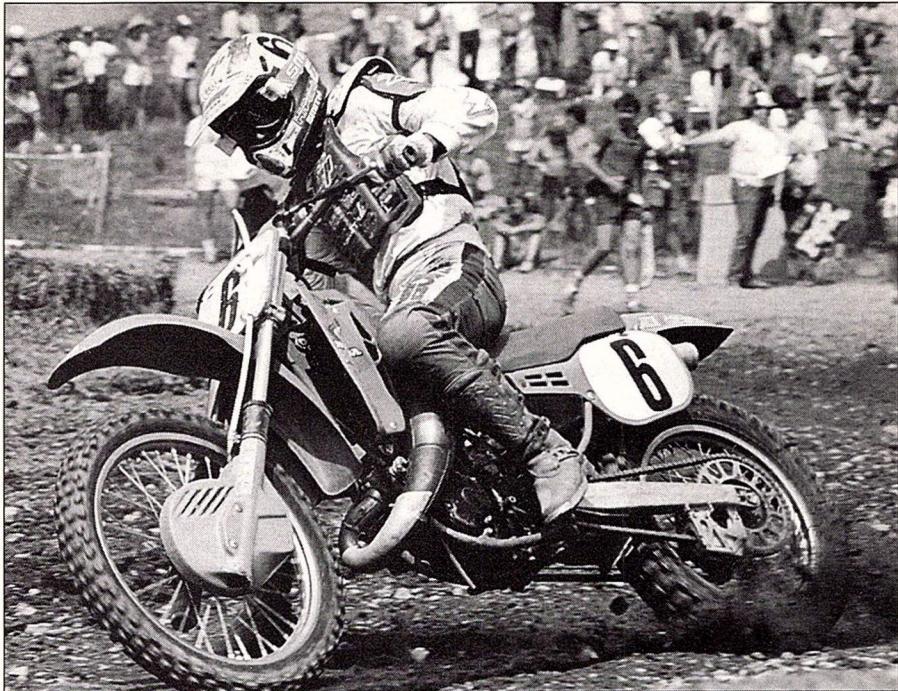
• The brake slide was born at Saddleback Park in Southern California in the late '70s. No one knows exactly who developed it (although the man who used it most effectively is well-known), but the Saddleback source is undeniable. Saddleback germinated the brake slide and graduates of the famous track's weekly wars spread the move to the rest of us. Saddleback's concrete-like adobe surface allowed a rider to come into a turn very hot, slam the brakes on, keep them locked up until the bike rotated into a full-lock slide and, once the bike had slid all the way around the turn, the throttle was turned wide open. The brake slide eliminated all the subtleties of cornering. It was controlled mayhem.

Every Saddleback graduate (Ricky Johnson, Broc Glover, Ron Lechien, Jim Gibson, Danny LaPorte and Jeff Ward) used the brake slide to full effect, but Bob Hannah was the main mover and shaker. Hannah was able to combine his acrobatic sense of balance, maniacal riding style and aggressive attitude into the devastating use of the brake slide. The move from the hard clay of Saddleback Park to the concrete-like stadium courses was only logical. After Hannah retired, Lechien took over as the king of the brake slide. He, in turn, was replaced by Jean-Michel Bayle. Who's next? •

## DOING IT ALL WRONG PERFECTING THE FRONT-WHEEL LANDING

• Since the beginning of motorcycle racing, front-wheel landings have been considered a big no-no! Even in my days on the Grand Prix circuit we used to sit around and make jokes whenever a rider would mess up and let the front wheel hit the ground before the rear wheel. Since front-wheel landings were the cause of so many crashes, and every one of us has made the mortal error of getting the front wheel too low, it would be hard to find a rider who wants to lay claim to the concept. We could all claim to have invented it!

The difference is that in the early '80s professional riders started breaking the rear-wheel-first rule on purpose. The big changes that allowed the no-front-wheel landing requirement to change were (1) the bikes of the '80s finally had forks, spokes, rims and hubs strong enough handle it, (2) supercross tracks were littered with more jumps in one race than a GP racer saw in a whole season and (3) supercross tracks had jumps right before tight turns and landing ramps that



**Bob Hannah:** By locking up the rear brake, Bob Hannah was able to change the direction of his bike without turning the handlebars.

▲ **David Bailey:** Practicing alone for hours on his private Lake Sugartree, Texas, track, David Bailey changed the complete concept of jumping. David's stylish riding made the previously taboo front-wheel landing a potent weapon in the rider's arsenal.

were super-steep. Landing front-wheel-first became a necessary evil for a supercross racer. How else could a rider jump a double and negotiate a tight hairpin all within ten feet of each other?

It was David Bailey who perfected the art of front-wheel landings, and he came about the skill by unusual circumstances. David's father Gary ran a successful motocross school, and he

used a young David as his riding demonstrator. David had to show the students not only the right way of doing a jump, but also the wrong way. After years of landing front-wheel-first to illustrate "wrong," David became more aware of what a motorcycle was capable of doing. As he moved up through the pro ranks, he applied everything he learned at his father's motocross school—including the wrong stuff. •



► **Danny Chandler: Nobody could fly a motorcycle like Magoo. Using his motorcycle like a powered glider, Magoo could get crossed-up, sideways and almost backwards over any jump bigger than a molehill. It may look like bravado, but it turned out to be a functional maneuver.**

Photo by Joe Satkowski

the time they were, but quite often the pancake move was used to control the distance that the bike flew over a long tabletop. A rider could pitch his bike sideways and use it as an air brake to determine where to drop it down onto the ramp. Additionally, the pancake can be used efficiently to clear the rear wheel over the edge of a jump, where it otherwise might not have cleared without clipping the tire on it. •

## LEADING WITH YOUR FACE THE ATTACK POSITION

• When all the hubbub started in the late '70s about the new "attack position," there were those in Europe who railed at the concept that the Americans had invented this forward riding position. Prior to the phrase "attack position," I was considered the first rider to lean forward instead of back. It should be noted that riders of the eras before the '70s had to lean back because they rode very heavy bikes with atrocious suspension and a propensity for endoing. My works RN370 Suzuki had better suspension than any bike up to that time, and its very abrupt powerband demanded that I stay forward over the gas tank to keep the front end down and the bike aimed in the right direction. I figured that by riding forward on the bike I could keep the bike on the right line, and the rear end would follow (even if it did give my kidneys some terrific jolts). My riding style was so different that people noticed me more than other riders, and often talked about my "fluid style."

I think, though, that it took the development of better suspension and the need to be super-aggressive (as in supercross) for the attack position to get its name. Bob Hannah had an early variation on the attack position. He would jump over obstacles with his legs completely extended and his waist leaning against the crossbar pad. He landed with the power on and stayed forward until the acceleration moved him back. However, even Bob Hannah tended to hang off the back more than a modern racer. It wasn't until David Bailey came along that the concept of being forward all the time was fully realized. Bailey's style was to keep his head over the triple clamps, his elbows up and his body coiled (with an arched back). Bailey's attack style was so casual that it, like mine 15 years before, attracted the attention of people who recognized it as different (and fluid). □

## LAID-OUT & SAILING THE PANCAKE

• Nobody! Not a single person! No one! No racer in the history of the sport can lay claim to the pancake jump, except Danny "Magoo" Chandler. Magoo hit the National circuit in '76 as a freckle-faced teenager who had to climb up on a box to get on his bike. Within his first season Magoo had set new standards of what could be done on a motorcycle. He holds most of the distance, height and acrobatic records in the sport, and it was he who took the simple cross-up and turned it into a fully laid-out, flat-as-a-pancake, knife-like aerial maneuver. Magoo didn't just do a clicker with the front wheel, he turned his bike sideways in the air, rotated it on its axis and literally flew it like a airplane wing over jumps.

It is easy to dismiss the pancake as a crowd-pleaser, and no one who watched Guy Cooper ride in '93 would deny that laying the bike out flat doesn't send chills through their bodies, but sometimes the pancake can be used as a riding skill.

When Americans started dominating motocross in the early '80s, the U.S. riders would go to European races and do pancakes over big tabletops. Embittered European pundits claimed that the Americans were just showing off, but it wasn't always true. Most of



Photo by Paul Buckley

**Attack position: Throughout history new riding styles have been attributed to a host of riders. The attack position may have had its roots in Roger DeCoster, Bob Hannah or David Bailey, but no matter who you credit, the elbows-up, head-forward, leaning-in style of riding is de rigueur. A.J. Whiting (25) demonstrates the position.**



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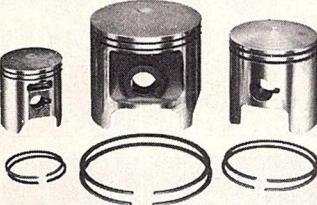
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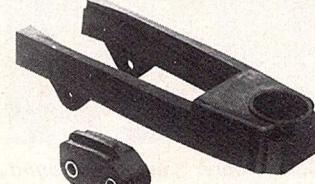
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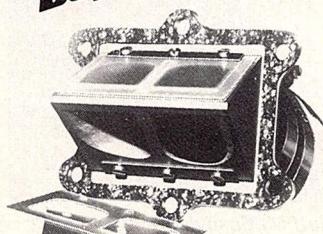
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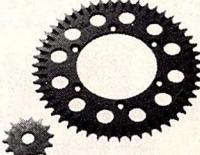
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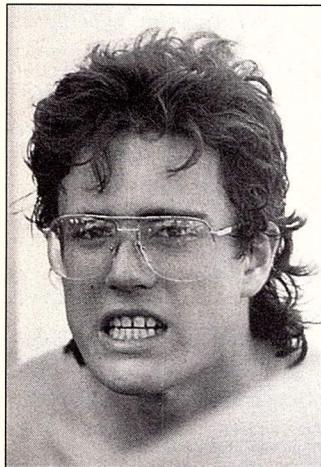
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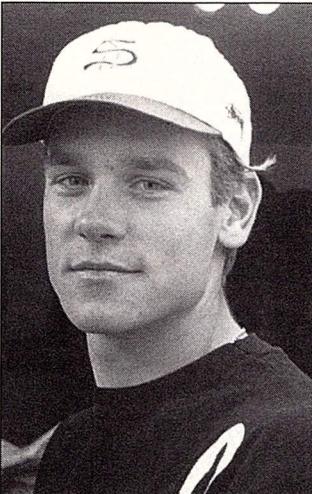
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## RITUALS, HABITS & SUPERSTITIONS

What the stars do before the gate drops



◀ **Larry Brooks:** "I have to eat a banana before every moto, semi and main event, otherwise I don't get a good start. It started off with beef jerky when I raced minibikes, but everybody kept telling me that beef was bad for me, so I switched to bananas."



**Mike Kiedrowski:** "Besides endlessly checking to make sure the gas is on, I like to go off by myself before each race and visualize it from start to finish." ►



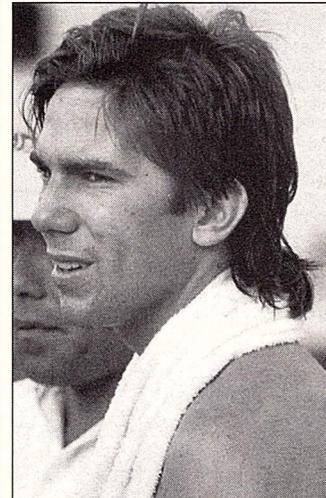
**Doug Henry:** "Last year I found a four-leaf clover and I started to put it under my crossbar pad before each race."

**Ray Sommo:** "I organize my gearbag in a specific way. I can't race if my gearbag is messy. A few years ago I started racing in just my leathers, and now I can't wear underwear while I ride." ►

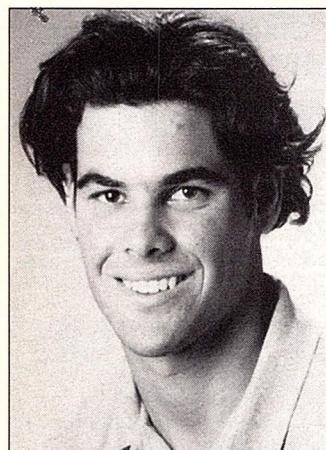


**Phil Lawrence:** "I don't believe in that kind of stuff. I do, however, pray before getting on my bike and before every race."

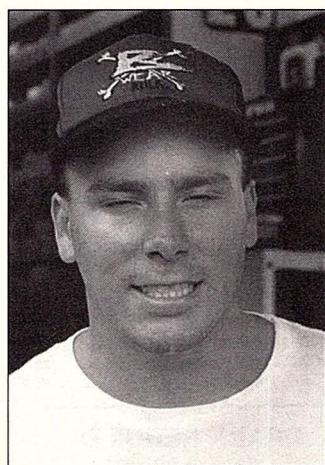
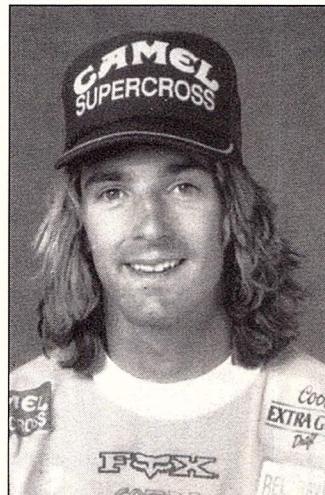
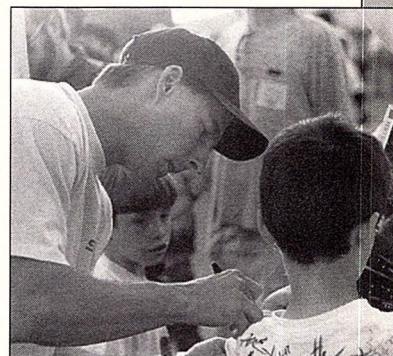
◀ **Jeff Glass:** "I constantly check my goggle strap. I'm extremely style-conscious and I don't want to look like a geek on the track."



**Erik Kehoe:** "I probably check to make sure my gas is on four or five times before each moto. I check it over and over again until the gate drops."



**Ryan Hughes:** "I sit on the starting line and visualize myself getting the holeshot and doing every obstacle perfectly. I don't think that's out of the ordinary."



**Buddy Antunez:** "I have to put on my right knee brace first, then my left. Never the left and then right. However, I have to put my left boot on first, but I don't buckle it until I have put on the right one and buckled it completely. Then I put my left glove on before I put on my right glove." □

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# THE BIGGEST BLUNDERS IN MOTOCROSS

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□ Blunders! Pilot error! Mechanical malfeasance! Bad luck! Stupidity! You name the reason and there is a classic case of a famous rider who suffered the outrageous fortune of being at the losing end of a major blunder. Roger DeCoster, a man whose flawless riding style eliminated the possibility of pilot error, accepted our assignment to find the most costly mistakes in motocross history.

DeCoster knows about blunders. In 1975 at the Livermore Trans-AMA in Northern California the front forks of

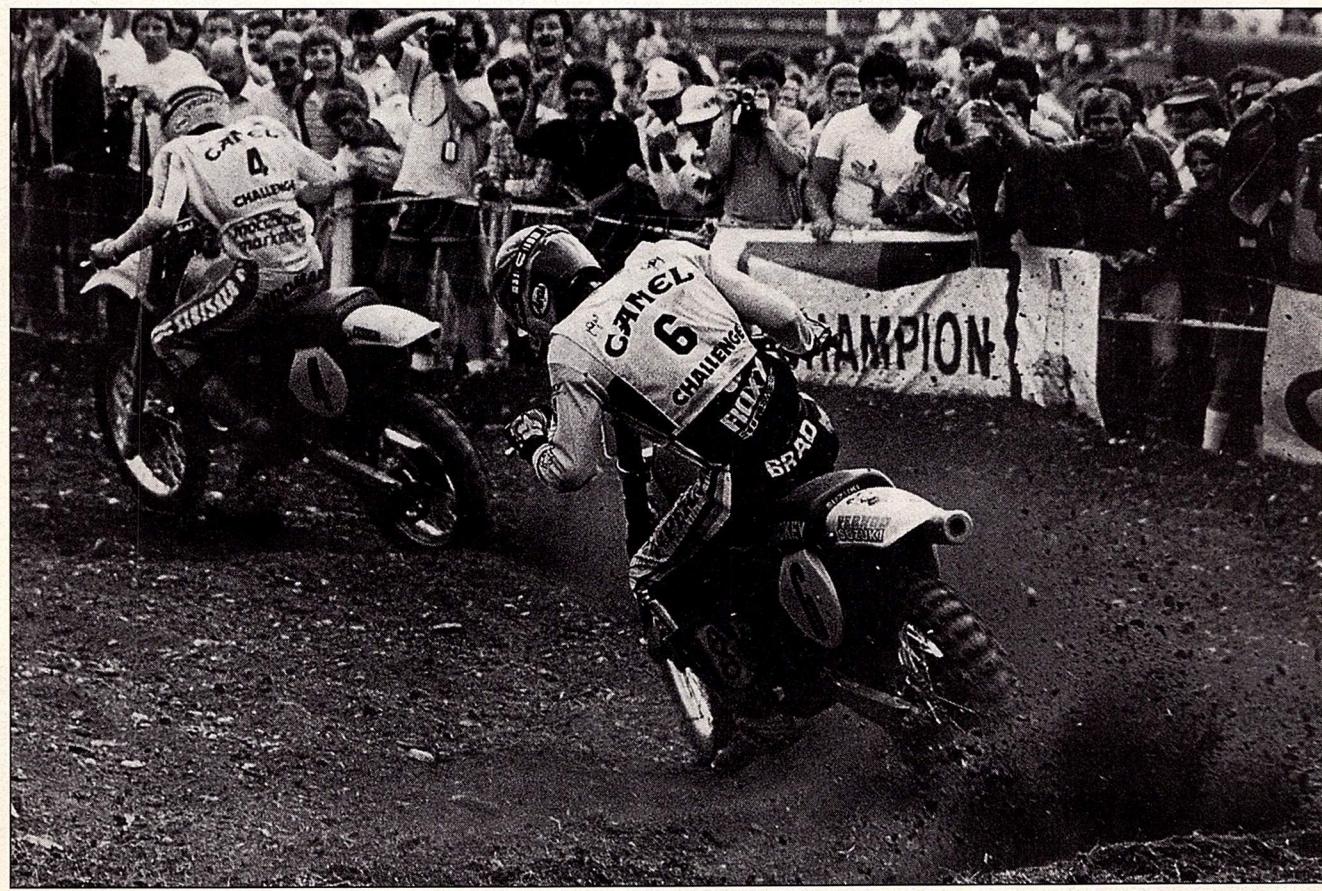
his Suzuki works bike snapped off at over 70 mph. As spectators watched in horror, DeCoster was thrown over the bars as the bike grotesquely spun out of control (in two pieces). "I was told later that the reason that this happened was that a billet of softer material had accidentally been slipped between the ones set aside to be machined for the stem. The stem sheared off just as I hit the fastest jump on the track. It sent me on a helicopter ride to the emergency room."

That's Roger's personal horror story.

Here is DeCoster's list of the sport's biggest blunders.

### AKE JONSSON'S SPARK PLUG

The 1971 500 World Championship had narrowed down to a battle between myself and Ake Jonsson of the Maico team. I had the points lead and Ake had a slim chance of catching me. His Maico was sporting one of the new radial finned cylinder heads, and while it was never clear whether his mechanic's spark plug wrench rubbed on the fins giving a false tightness reading or if the plug threads stripped



Andre Vromans: Belgian Andre Vromans (4) was Roger DeCoster's protege at Team Suzuki. At the final 500 1982 Grand Prix in Luxembourg, Vromans held the upper hand in a season-long battle with teammate Brad Lackey. Vromans holeshot the first moto, but . . .

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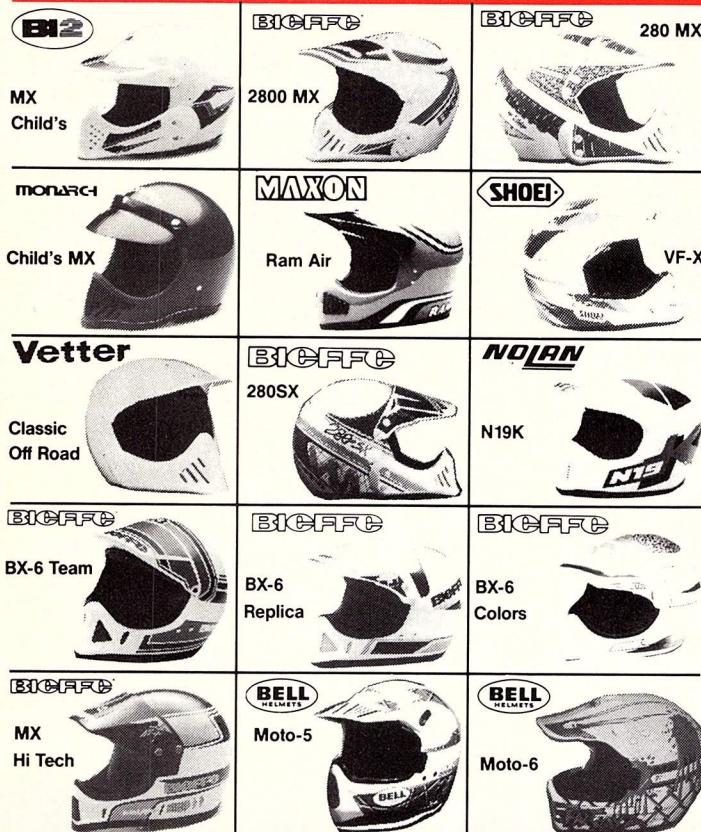
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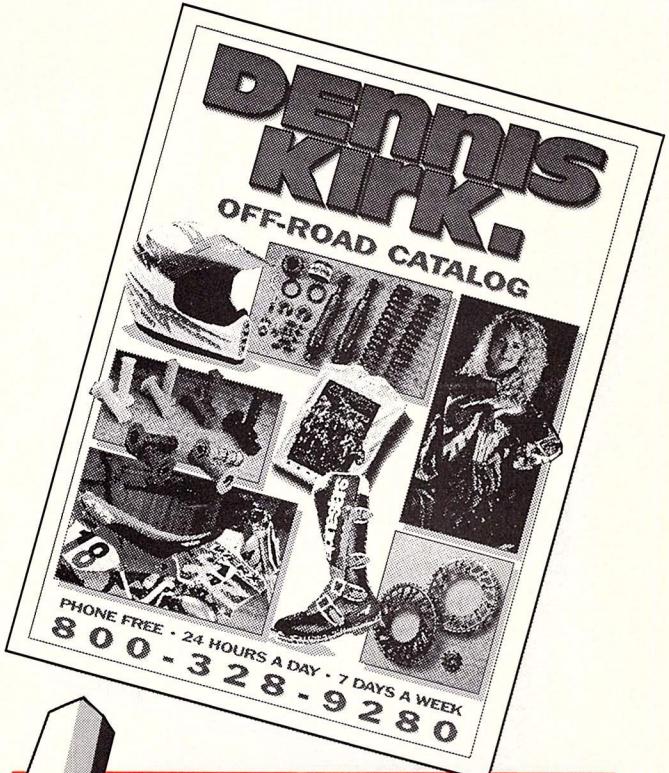


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# BLUNDERS

out, the end result was that Ake's spark plug fell out — costing the Swedish star any chance of winning the '71 World Championships.

## BRAD LACKEY'S NO-SHOW

In the fledgling days of motocross in America, apparently no one had told Brad Lackey that the AMA planned to combine the race results from the summer Inter-AMA series with the winter Trans-AMA series to choose who would become the first ever AMA 500 National Champion. Brad, unknowingly, decided to skip the final race, and, in turn, handed the 1971 500 National Championship to Mark Blackwell. That would be like Jeremy McGrath skipping the final supercross of the year.

## TONY DiSTEFANO'S THUMB

In 1974, a young Pennsylvania privateer was doing the unthinkable — he was winning the 500 National Championship. It was unheard of! CZ-mounted DiStefano had built up a big points lead over factory rider Jimmy Weinert, and with only four races to go, Weinert could only win the title if he won every race. Tony D was in California in the middle of the series and saw a night race at Indian Dunes. He decided to enter the race.

Unfortunately, Tony crashed and broke his thumb. DiStefano rode the next four Nationals in great pain with a cast on his hand. Weinert won all four rounds and the 500 National Championship.

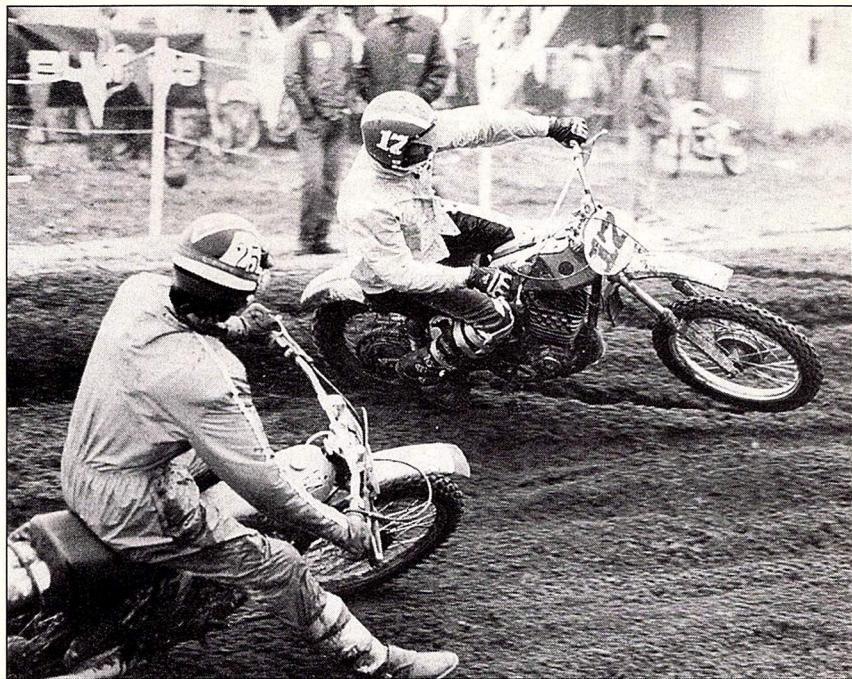
## MARTY SMITH'S CARTWHEEL

In one of the most famous crashes in motocross history a teenaged Marty Smith holeshot the 1975 Superbowl of Motocross. As Smith blasted down the front straight of the Los Angeles Coliseum alone he realized that something was wrong. Everyone else had turned left. Marty had forgotten that the first turn was placed mid-way down the front straight. Marty rocketed into the whoop section at quasar speed, crashed hard and started cartwheeling. Marty's Superbowl faux pas came back to haunt him for the next ten years — the promoters used the footage to advertise the race on TV.

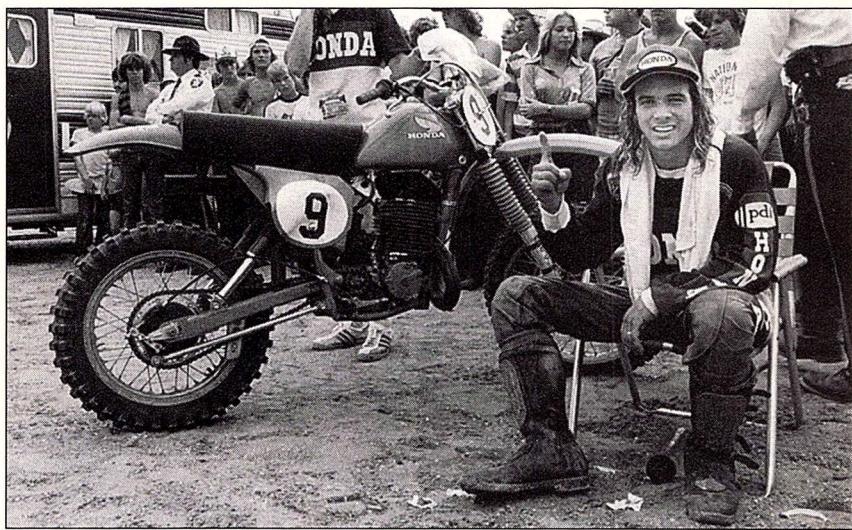
## LET BROC BYE

At the 1977 San Antonio 125 National Final, the motocross world was shocked to discover that team tactics were being employed. Bob Hannah had a 20 second lead over Yamaha teammate Broc Glover with Team Suzuki's Danny LaPorte in third. If Hannah won the race and Glover and

**Broc Glover: Broc Glover was about to lose the '77 125 National Championship to Team Suzuki's Danny LaPorte. Team Yamaha had to do something to get Broc three more points. That's when they got the idea to . . . ►**



**Tony DiStefano: In '74 Tony D was in a position to become the first privateer to ever win an AMA National Championship. Riding a home-built CZ, the 17-year-old Pistol from Bristol had the 500 title in the bag, until . . .**



**Marty Smith: Marty Smith and Bob Hannah hated each other. They duelled each other into the dirt over a ten-year period. At the '77 500 Nationals, Hannah was about to defeat Marty for the National Championship, when . . .**



Photo by Jim Gambris



Photo by Luc Verbeke

## BLUNDERS

LaPorte finished where they were the 125 National Championship would go to LaPorte. Yamaha mechanic Keith McCarty held out a pit board to Hannah that said "Let Broc Bye." Within two laps Hannah had lost his 20 second lead and Glover won the moto and the Championship. Unfortunately, the pit boards had been photographed and an uproar ensued. In the end,

Glover kept his Championship and the question of whether or not fixing the outcome of races through team tactics is legal has been swept under the rug.

### HANNAH'S THROTTLE CABLE

Bob Hannah never won a 500 National Championship, but he came close, very close. In 1977, Hannah and arch-rival Marty Smith were locked in a battle for the 500 crown. Hannah was at the height of his skills, but unfortunately, the throttle cable pulled out of the slide at the last race of the season. Hannah's DNF handed the 500

National Championship to Marty Smith. Hannah never got another chance at the 500 class. He broke his leg water skiing with Marty Tripes not long after that, and while he was out of action, an AMA rule change limited the number of classes a rider could race. Bob Hannah never raced the 500 class again.

### VROMANS GOES VROOOM

At the Luxembourg 500 Grand Prix, the track had some awesome uphills. The biggest was a long, steep and off-camber hill that was directly in front of



◀ **Corrado Maddii: With an almost insurmountable points lead and only one race to go in the '84 125 World Championships, Corrado Maddii decided to take one more practice start before the race. It wasn't until he was on the stretcher that he . . .**

Photo by Paul Buckley



**Johnny O'Mara: Johnny O's works Honda was incredibly trick. As he started the last lap at the 1986 Unadilla 250 USGP, Johnny was thinking, "I've got this thing won!" All of a sudden the motor . . .**

the starting line. To avoid pile-ups, the FIM left the steep hill out of the track on the first lap. With Brad Lackey and Andre Vromans in a dead heat for the 1982 World Championship, the Luxembourg GP would be the deciding match. Unfortunately, in his concentration on beating Brad Lackey to the first turn, Andre Vromans forgot that the hill was not used on the first lap. Vromans got the holeshot all right, but he was the only rider going the long way up to the top. By the time he got turned around, he was in last place and the 500 World Championship belonged to Brad Lackey.

#### RICK JOHNSON'S REAR WHEEL

In 1982 Rick Johnson was a cocky young factory Yamaha rider. He was leading the 250 National Championship. All RJ had to do was finish the final race of the year and he would win his first ever title. The race was held in Colorado and, as predicted, Johnson was dominating. The title was his. Unfortunately, in his enthusiasm to prove that he was the greatest rider of all time (in only his first season in the 250 class), Rick started jumping the big uphill launcher twice as far as anyone else. It was a rookie mistake. The rear wheel of Ricky's YZ250 exploded into a splintered mass of broken spokes and Donnie Hansen rode by to claim the 1982 250 National

Championship. It was a life lesson that Rick Johnson never forgot.

#### CORRADO MADDII'S WORST NIGHTMARE

Going into the final 125 Grand Prix of the 1984 season, Italian Corrado Maddii had the championship all but wrapped up. If Maddii and his Cagiva were able to finish the day at Folkendange, Luxembourg, with even a couple of GP points he would be the first-ever Italian World Champion. Unfortunately, Maddii was hit by another rider while doing practice starts before the race, broke his leg and lost the 125 World Championship to Suzuki mounted Michele Rinaldi — who became the first-ever Italian World Champion.

#### RON LECHIEN'S GP SLEEPER

Ron Lechien slept through the United States 125 Grand Prix! Hard to believe, but true. Lechien had flown to the Pennsylvania-based US round the day before the event, but he was unhappy with his hotel accommodations and, before the night was over, moved to a different hotel. Ron failed to tell anyone at Team Kawasaki that he had changed hotels and he slept in. As Team Kawasaki personnel searched the town for Ronnie, he snoozed the day away in his hotel. By the time Kawasaki found their sleeping beauty the race had already started.

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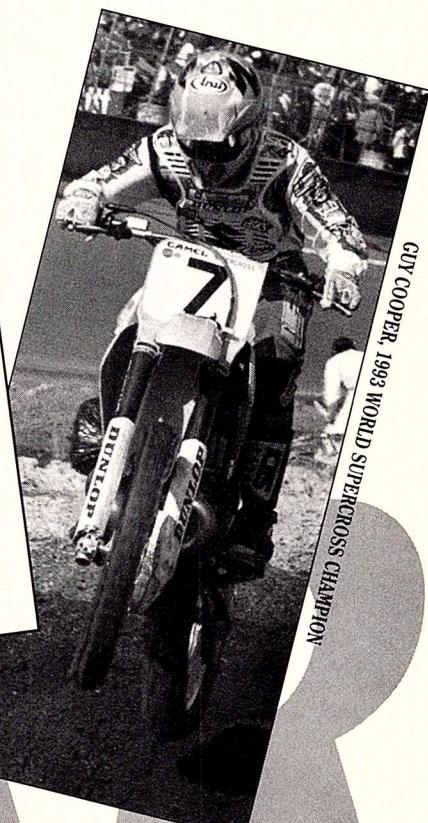




Photo by Luc Verbeke

## BLUNDERS

ed and Lechien was not allowed to enter.

### JIM GIBSON'S BOOTS

Jim Gibson had factory rides with Team Honda and Team Yamaha, but he is best remembered for forgetting his boots. Gibson was so bad with his boots that it became a running joke. After forgetting his boots three times in a row, Gibson vowed not to forget them the next time he went riding. He put his boots in the trunk of his car the day before. When he showed up at the track his mechanic started to pick on him about his boots. Jim proudly stated that he was ready today. He went to the trunk of his car, opened it up and pulled out two left boots. He was so embarrassed that he put on both left boots and went riding.

### JOHNNY O'S GAS TANK

The O'Show has won a lot of races. He has trophies the size of compact automobiles, but he can never forget the one that got away. At the 1986 United States 250 Grand Prix at Unadilla, Johnny O'Mara was really flying. O'Mara had won the first moto, and after stalking Bob Hannah for half of the second moto he finally passed him. With only a lap to go, O'Mara and his works Honda CR250 had built up a big lead over Hannah, who was in second place. O'Mara's gun-and-run riding style was paying big dividends on

the chopped up Unadilla loam. Unfortunately, O'Mara's style was also using up more gas than any other rider on the track. Within walking distance of the finish line, Johnny O'Mara ran out of gas, handing the USGP win to Hannah. Johnny tried running with the choke on, but it was to no avail. Believe it or not, in 1988, Johnny O'Mara ran out of gas again at Unadilla.

### JEFF STANTON'S DAYTONA

Jeff Stanton is Mr. Daytona. Stanton dominates the rugged, rough and whooped-out Daytona Speedway Supercross track. After having won the event three years in a row, tying Bob Hannah's Daytona record for consecutive wins, Stanton wanted to win it for the fourth time in 1992. Unfortunately, when Jeff rolled his bike up to the starting gate his mechanics noticed that his swingarm axle was falling out. The swingarm axle was ruined, so the mechanics ran back to the pits to get a new one, which they proceeded to hammer into the frame as Stanton sat behind the gate watching the two-minute board come up. With ten seconds left before the gate fell the mechanics got the swingarm bolt in, but not all the way! Stanton, with his confidence cracked, rode cautiously for the first five laps, and then realizing that the jury-rigged swingarm bolt was going to stay put, he turned up the gas. It was too late. Even though Stanton proved to be the fastest rider on the track — his fourth consecutive

**Ron Lechien:** Ron has won a lot of big races, including the Motocross des Nations, 125 National Championship and 250 USGP. Ron only tried to win the 125 USGP once. Well, actually he didn't ever make it to the . . .

Daytona win was lost because of his swingarm bolt.

### LAROCCO'S STRANGE DAYS

Mike LaRocco should have won the 1992 125 National Championship. "Should" have is the operative word. With two races to go in the series he had an almost insurmountable lead. "Almost" is the operative word. In what has to be the worst two weeks in a rider's career, LaRocco suffered a series of DNF's that included everything from his carburetor falling off to his shift lever falling off. He lost not only most of the working parts of his factory Kawasaki, but also the 125 National Championship to Yamaha's Jeff Emig.

### TEAM ITALY'S NO-SHOW

At last year's Motocross des Nations in Austria the Italian team was in contention to win it for the first time ever. With one moto to go (out of three) the Italians were within a couple of points of first place and no one was betting against them. Unfortunately, the FIM has a rule that all bikes must be in the starting line holding area (parc ferme) ten minutes before the start of each moto. The Italian team came to the parc ferme 15 seconds late. The Austrian officials would not budge. The Italian team was excluded from the final moto. □



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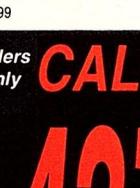
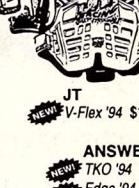
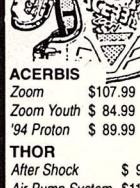
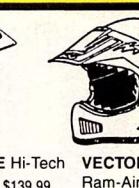
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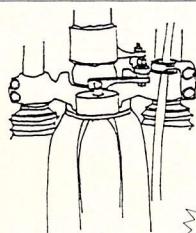
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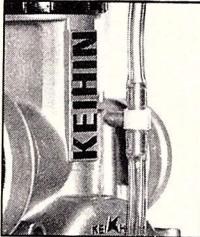
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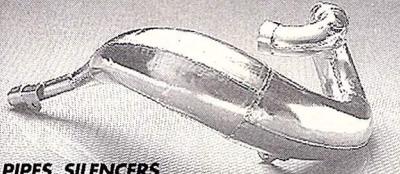
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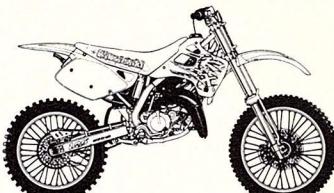
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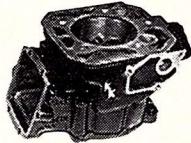
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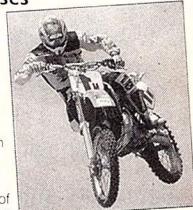
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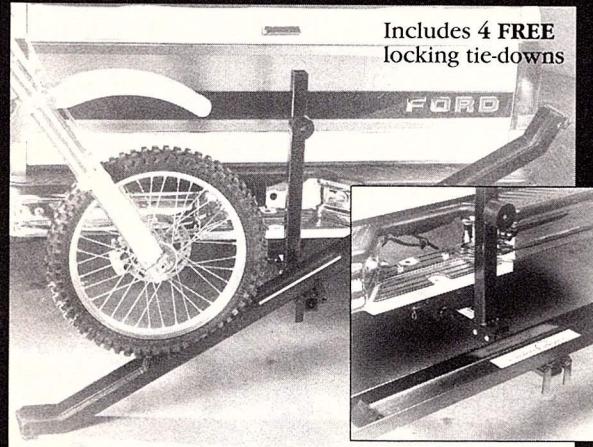
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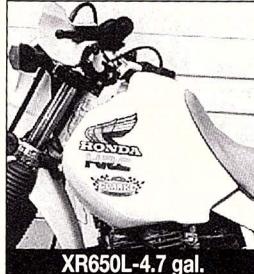


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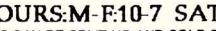
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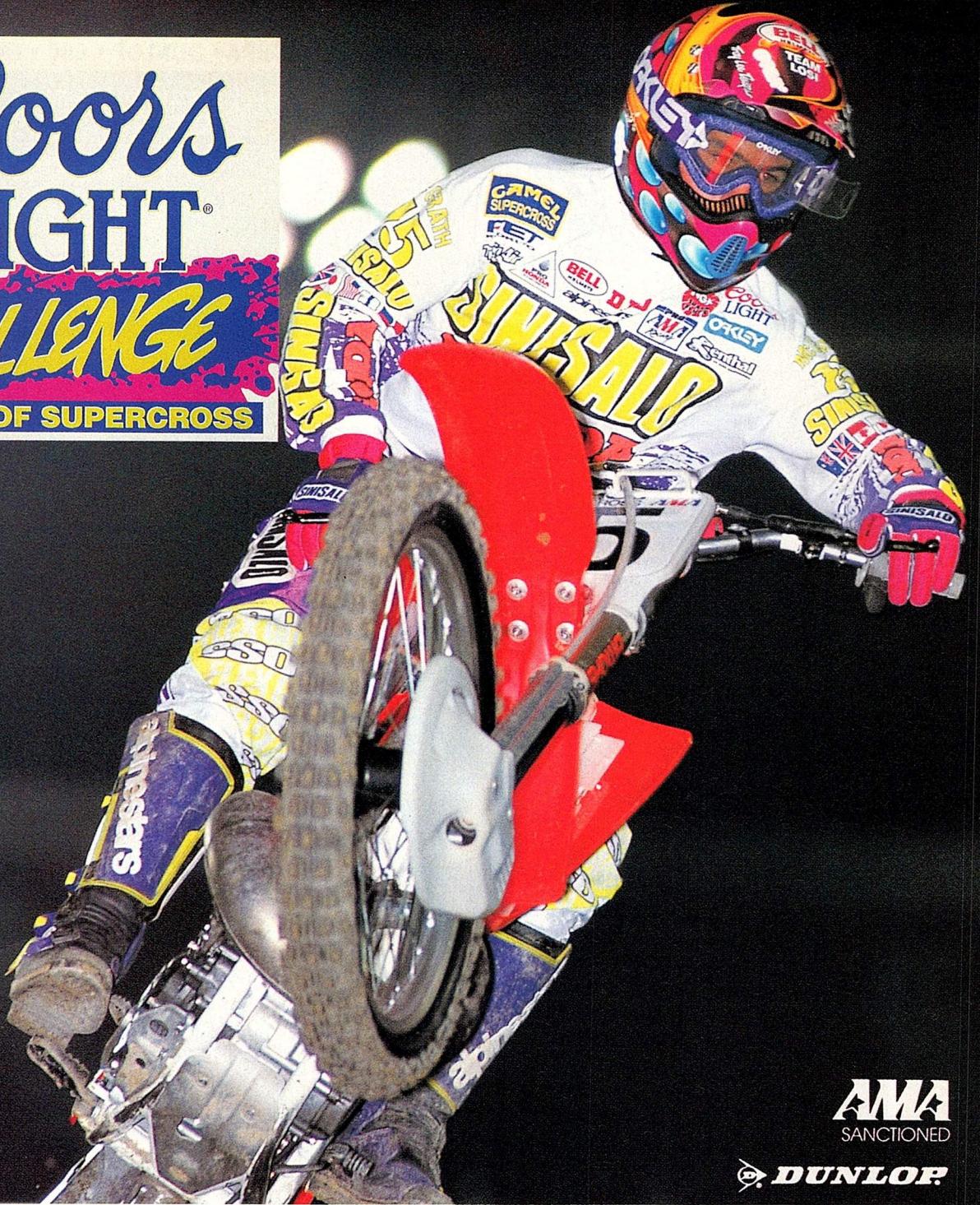
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**Motorcycle Weekly** (U.K.) . . . Triple-World Champion - Hakan Carlquist says "SideWinder is the only fully matched system that really works."

**Dirt Bike** says . . . "All the 125's come with junk chains." "The SideWinder Package Deal (matching sprockets and chain) is definitely worth the money."

**Moto Sports** says . . . "Only SideWinder offers the full system of matching front sprocket, rear sprocket and your choice of five custom-made "MAX" Series Chains. For Motocross, our choice is the SideWinder **POWERMAX**. The power delivery and durability is legendary and the price is right."

**Dirt Wheels Magazine** says . . . "The QUADRAMAX SideWinder chain came through the 24 hour Endurance Race with flying colors. It stayed adjusted, did not stretch and was trouble-free. It's not cheap, but it is the best."

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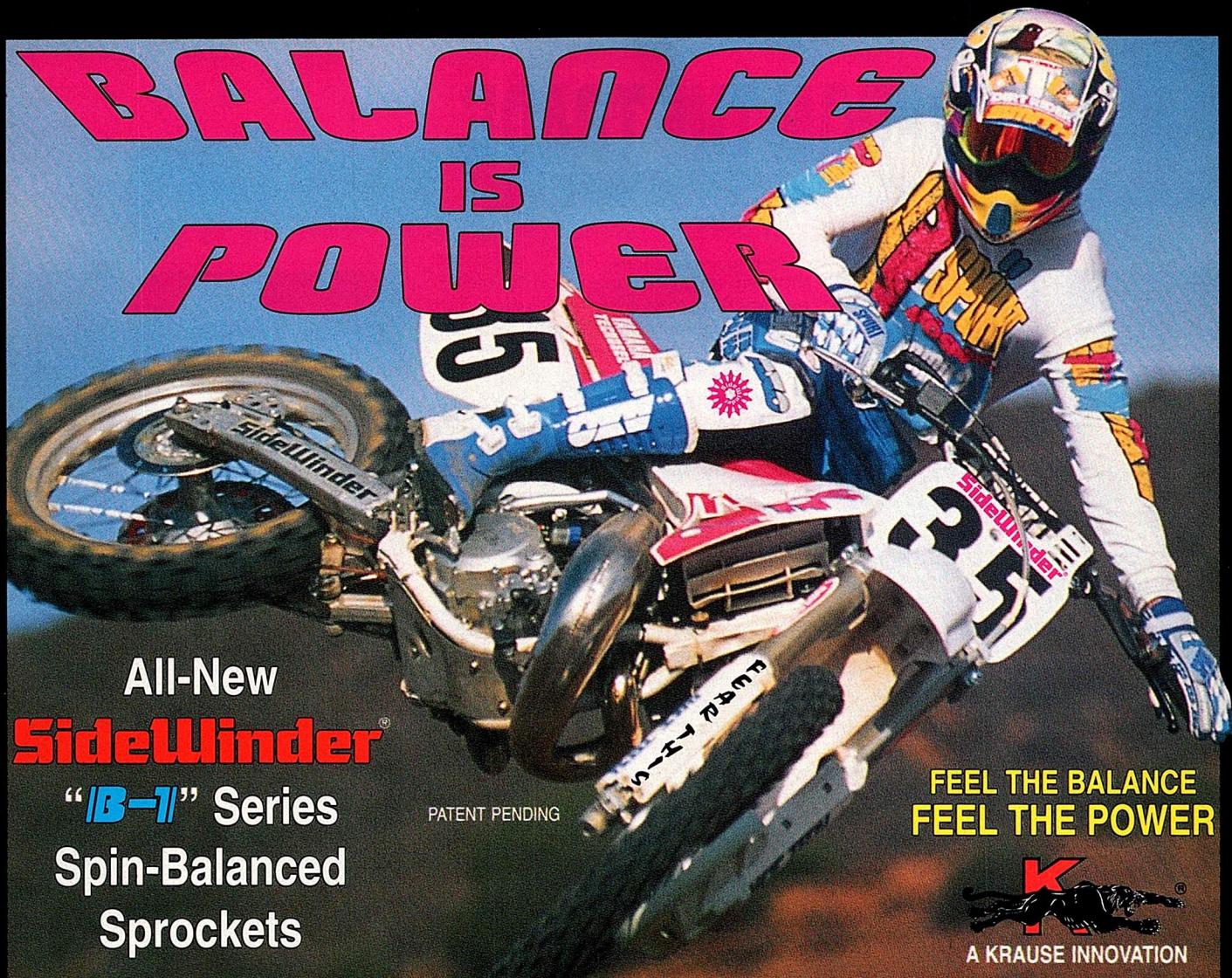
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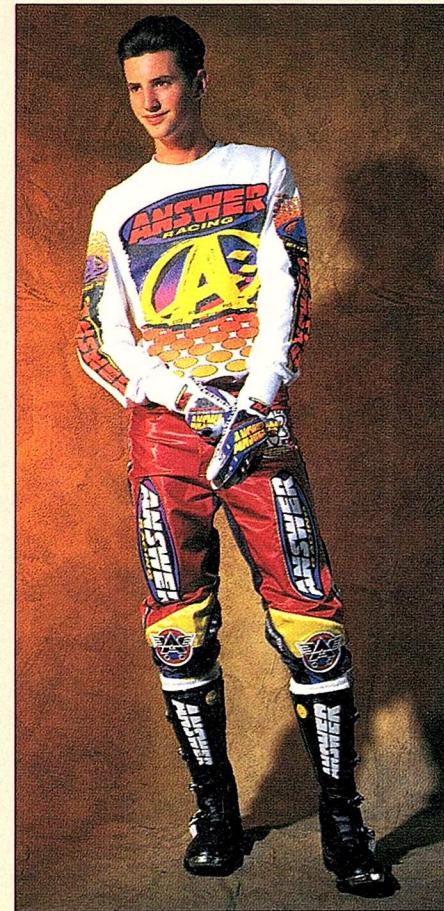
## WHITE BROS. RF85 & RF130 FORK OILS

Jed Clampett was shooting at some food when up through the ground came a-bubbling crude. Oil, that is; black gold; Texas tea. The next thing you know, old Jed's a millionaire and the White Bros. are still working for a living. Doesn't seem fair, does it? Anyway, the Bros. made a deal with Jed, bought some of his oil, refined the heck out of it and have introduced RF85 (5-wt.) and RF130 (7-wt.) fork oil. This special blend of Texas tea is slippery stuff

that will improve fork action by reducing friction and even extending fork seal and bushing life. That means you don't have to service your forks as often. The oil works great for inverted and conventional cartridge forks. The brothers recommend the RF85 for Showa forks and RF130 for Kayaba and WP forks. If you have any questions on the oil, contact White Bros., 24845 Corbit Pl., Yorba Linda, CA 92687 or call (714) 692-3404.

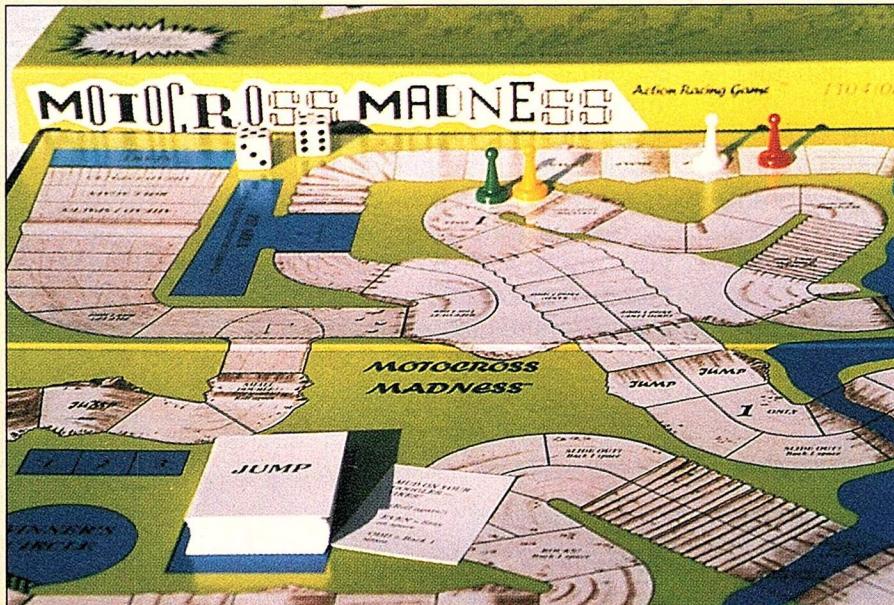
## MOTOCROSS MADNESS

Not many motocross riders we know are big fans of board games. After a day of casing it on the doubles, looping-out in the whoops and swapping on the 40-mph straight, rolling a pair of dice to move eight spaces forward seems kind of silly. Well, it is silly, but what else are you gonna do on a Thursday night? Hart/Ridge, which makes *Motocross Madness*, says it is "a lighthearted look at the wild and wacky world of motocross." We go along with that one. The MXA test crew sat down for a game and got some laughs out of it. Then Jody modified the jump cards and things really took off. If you are looking for things to do (with the whole family) on a rainy day, *Motocross Madness* will be a lot more fun than *Monopoly*. The game sells for \$24.95 and is available from your local dealer or from Hart/Ridge, P.O. Box 13151, Spokane, WA 99213 or by calling (509) 533-9868.



## ANSWER EDGE JERSEY & PANT

You have a big lead on the last lap and Joey Morgan's good-looking sister is standing by the doubles. You hit the jump in fourth gear wide open and, while in the middle of a perfectly executed nac nac, the silencer gets caught up on the rip in your pants! It isn't a graceful landing. Joey's sis thinks you are a nerd, and she's right. You should have replaced those holey pants with Answer Racing's affordable Edge 2 Pant. For a mere \$115, the Edge 2 is loaded with features like twill/nylon/korda fabric, Kevlar/Clarino knee area, knee/shin guards, 70mm Spandex and full lining. There are five color combinations in sizes 26 through 38 (40 and 42 sizes are limited to blue). Match the pants with the Edge 2 Jersey which sells for \$22.95 and Joey will probably let you go out with his sister after all. You can find these cool duds where fine motocross apparel is sold or by contacting Answer Racing, 27460 Ave. Scott, Valencia, CA 91355 or calling (805) 257-4411.



# THE ONLY FULLY INTEGRATED APPAREL SYSTEM.

## SYSTEM 6



Our jersey is made from the ultimate in fabrics...Tactel® Aquator with our exclusive Hydro-Flo™ venting system and Spectrum-Screened Graphic System (SSGS) to keep the body running cooler in the heat of battle.

We're pumped about the release of our first Roost D-Reflector. Why? Try shoulder s that connect to the front and back panels using our Articulated Radial Connectors (ARC) for anatomically correct shoulder motion. This design has outdaded the others that either have solid shoulders or floppy strap mounted shoulders.

We totally revamped our glove design for improved fit and function with a pre-curved Firm-Grip™ pattern, tapered fingers and our soft Neo-Cuff™. Slip on a pair and find out for yourself.

Also a first for MS Racing is our Pro Pivot Support Belt. The ultimate in comfort with a centrally located back pivot that allows the upper and lower panel to pivot simultaneously as you bend from side to side at the waist.

It wasn't easy to improve upon last years pant design but we did. Large V-Flex™ stretch Kevlar® knee panels, wider Sublimated leg spandex, trick Doby-Tex® front material and a new tapered saddle make this pant stand alone.

One glance and you'll notice that our boots are totally new from gaitor to toe. Now made from Top-Grain leather with a dual stage Easy-Flex ankle instep design. We've added Bio-Impact™ Gel ankle cups, a new Cam-Lok buckle system and our injection molded shin plate has it's own integrated burn resistant panel. Your feet will also notice the improved bindless fit and wider toe chamber.

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# TRICKS FROM THE TRADE



## ▲ SIDI SOCKS

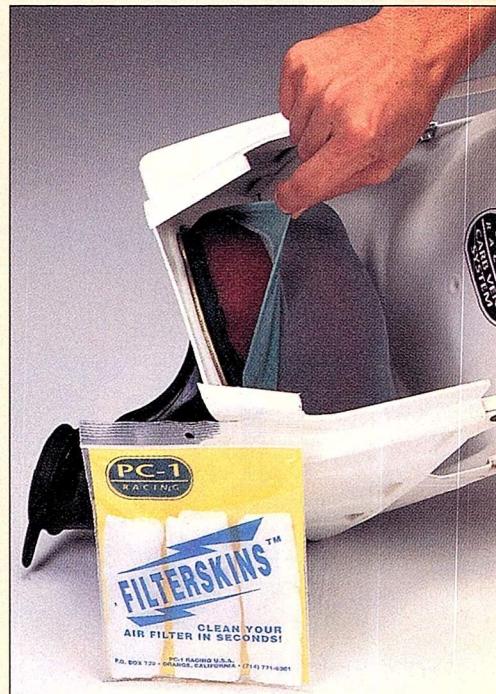
You need two pairs of socks under your boots, but the problem is that all moto socks are big and bulky. Not anymore! Sidi has come up with a thin inner sock with a motocross cut that stretches all the way to the kneepad area. This keeps the pads from pinching your tender skin. You could get away with wearing just the Sidi sock alone, but they work best when you use them with another thicker sock. The comfortable sock is available in blue with the Sidi logo. A pair sells for \$8.95, but don't go to your local

Footlocker to find them. They are only available at better motorcycle stores. If you want more information, contact Sidi's American representative, Acerbis USA, at 9402 Wheatlands Ct., Ste. A, Santee, CA 92071 or call (619) 562-6687.

## ▼ HONDA RED RIDERS

If Honda had clothes this cool a few years ago, Ricky Johnson never would have retired! From left to right you have the hooded sweatshirt (\$43), crewneck sweatshirt (\$39.95), sport shirt (\$39.95), all-seasons jacket (\$125)

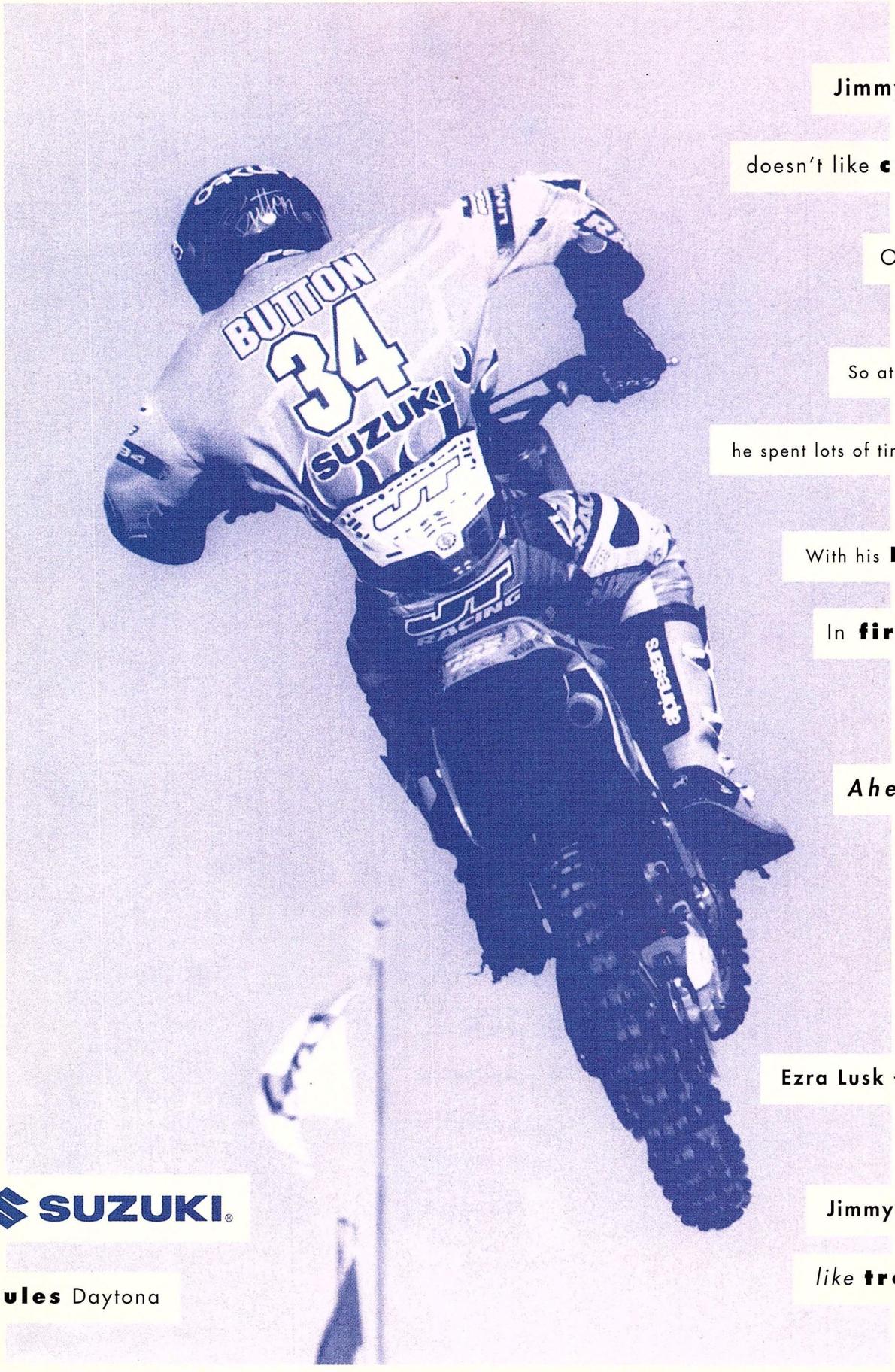
and the baddest of the group, the letterman's jacket (\$275). To cover your head, you have (from left to right) the red cotton cap (\$11.50), the wool cap (\$16.50), the wool and leather cap (\$23) and the black cotton cap (\$11.50). All Honda apparel and hats are available in sizes to fit just about everybody. You can only find these items at Honda dealers (what were you expecting?). If you ride a Honda, we hope you look good in red.



## ▲ PC-1 RACING FILTERSKINS

Your engine is protected from harmful dirt clods and fine dust by the air filter, but what protects your air filter? The guys at PC-1 Racing have come up with the answer to that one—Filterskins. A FilterSkin is an extremely thin yet durable cover that fits over your standard air filter. It is designed to allow maximum airflow while trapping 90% of the dirt. Your regular filter will have no problem halting the other 10%. An additional benefit of the skins is quick and easy between-moto maintenance. Just slide off the dirty skin, slide on a new one and you are ready for moto two. There are three Filterskins to a pack and the pack sells for \$12.95. You can find them at your local moto hangout or contact PC-1 Racing, P.O. Box 730, Orange, CA 92666 or call (714) 771-6381. □





Jimmy Button

doesn't like **crowds**.

Or *losing*.

So at **Daytona**

he spent lots of time **alone**.

With his **RM 125**.

In **first** place.

*Ahead* of the

**crowd**.

Teammate

Ezra Lusk was **2nd**.

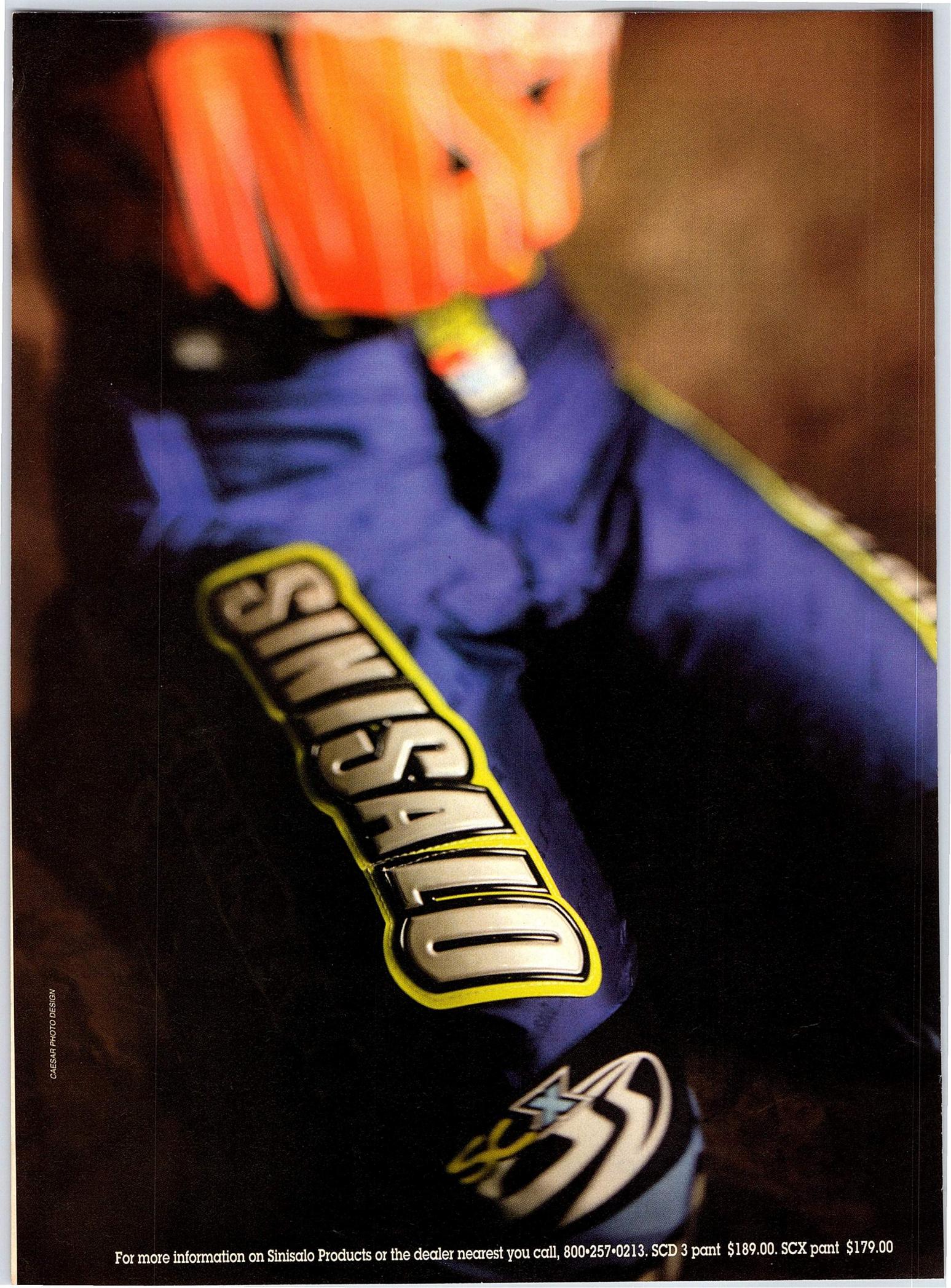
Jimmy and Ezra

*like trophies*.

**SUZUKI**

**rules** Daytona

For the name of your nearest Suzuki motorcycle & ATV dealer, call 1-800-255-2550. At Suzuki, we want every ride to be safe and enjoyable. So always wear a helmet, eye protection and protective clothing. Never ride under the influence of alcohol or other drugs. Study your owner's manual and always inspect your Suzuki before riding. Always supervise young riders. The RM-series motorcycles are for closed-course competition use and related practices only. Professional rider photographed under closed-course conditions.



For more information on Sinisalo Products or the dealer nearest you call, 800-257-0213. SCD 3 pant \$189.00. SCX pant \$179.00

# Who Made Your Pants?

For most, it's just a small tag hidden inside the pants and if not for regulations most companies would prefer to leave it out. But it's the law to inform you where they're manufactured. And, as you can imagine, some companies are proud of the tag and others hide it.

Sinisalo® is very proud of its pants. Being made in Finland, the birth place of the modern motocross pant, is a feature, not just a requirement printed on some hidden tag.

With over 4 decades of experience, Finland is the place to go for quality pant construction. From year to year others scramble to find the cheapest manufacturer, work through the usual production problems and ultimately rush to bring a lower priced, sub-standard pant to keep up with the styles.

With the use of robotic sewing

machines, laser cutting, and automated production lines, Sinisalo no longer just keeps up, they are able to research fabrics, test threads and seams and deliver colors and styles seasons before every one else.

The SCD 3 and the all new SCX pant are the perfect examples of the quality, fit and innovation most often associated with

Sinisalo. With patented SCD BioLoam™ and the pioneering use of Schoeller

Kevlar® Sinisalo has combined double & triple stitching, anatomically correct patterns and true to fit sizing to offer what is considered by many, the most thought out, fully warranted pant available.

You won't have to look hard to find Made In Finland on Sinisalo pants because, instead of hiding behind a price tag, they stand beside the manufacturing tag.

**SINISALO**  
*The Oldest New Company Around™*



# GREAT MOMENTS

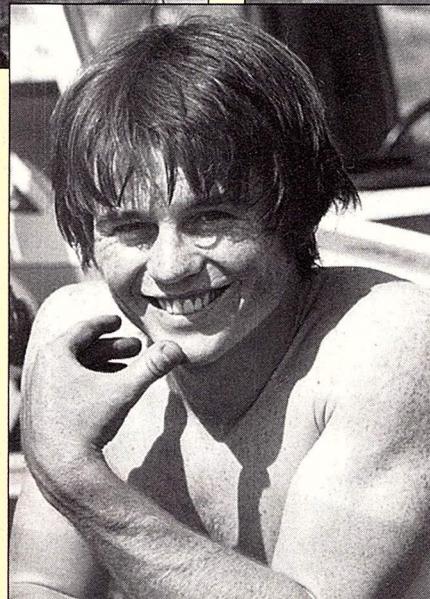
Faces from around the track



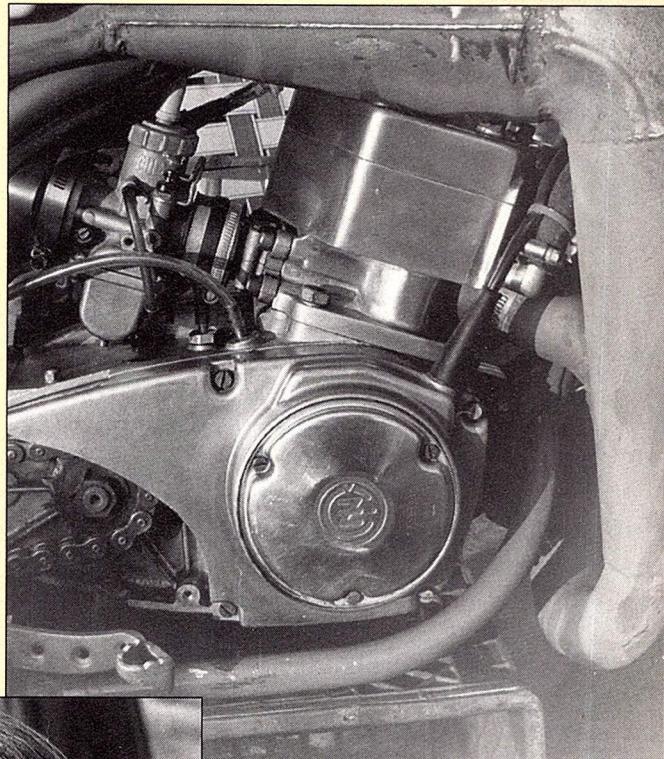
**Talking the talk:** By 1984, Mike Bell and his nine knee operations had retired from supercross, but he didn't leave the stadiums. Mike did color commentary for the Turner Broadcast System. Johnny O' tells Mike how he plans to win the 1984 Supercross Championship. His plan came true. Today, Mike is a sales representative for Oakley and AXO.

**Invisible man:** Rich Coon is famous to motocross aficionados for being the most unrecognized factory rider of all time. Even while riding for the powerful Honda team, Rich never achieved recognition outside a circle of close friends and fellow competitors. That's too bad because Rich was good people. ►

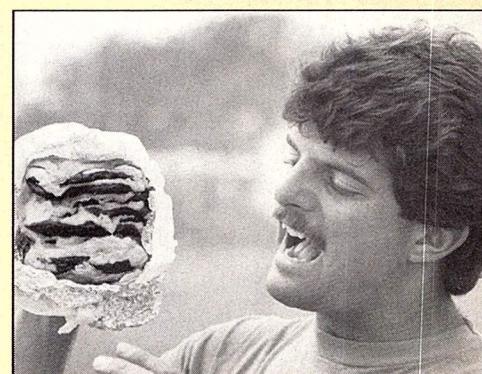
History doesn't have to be serious stuff. Yes, there are moments that deserve a certain level of respect, maybe even reverence. But between all those important events in moto history, there are thousands of flashes that melt together to bring us a collective remembrance of a time, place and feeling. Here are just a few of those little, yet important moments from the June 1984 issue of MXA.



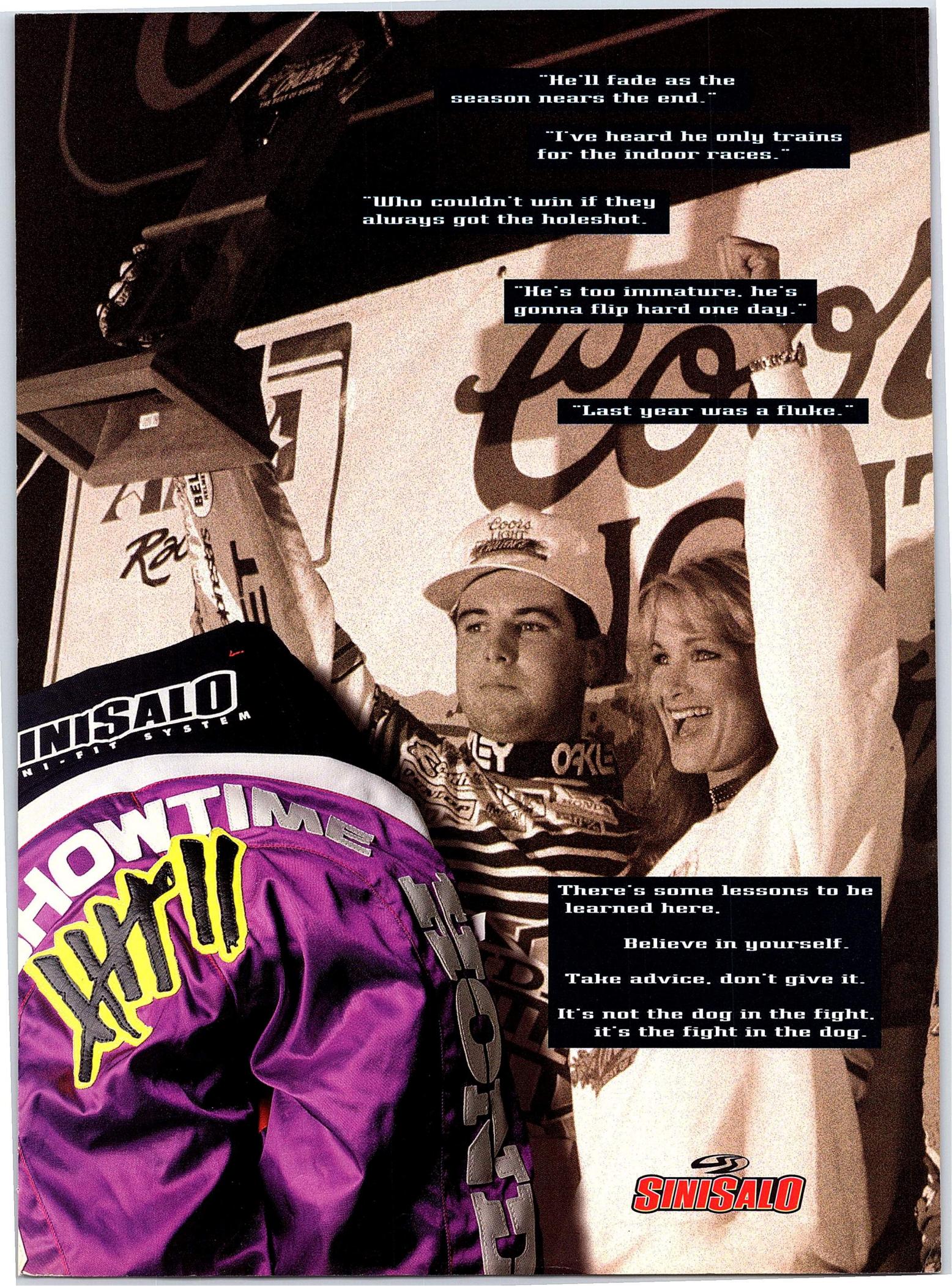
**Moto food:** You planned your diet all week long; low fat, high protein and no junk food. Now, the second moto is over and your stomach is begging to be filled. It's time to gorge! MXA test rider Lance Moorewood pounds down 2,000 grams of fat in this eight-deck cheeseburger from the Saddleback concession stand. ►



**Too little too late:** CZ motorcycles once dominated the motocross landscape. There were Maicos, Huskys, Bultacos and Greeves, but the bullet-proof CZ was the privateer's weapon of choice. By 1984, the CZ legacy had ended. Some memories die hard and for many, the memory of the Czech brand lives forever. This homemade watercooled CZ showed up at the CZ World Championships. It looked trick (for a CZ) but didn't even win its class that day. While the day of iron curtain dominance was gone forever, the memory would live. □



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"He'll fade as the season nears the end."

"I've heard he only trains for the indoor races."

"Who couldn't win if they always got the holeshot."

"He's too immature, he's gonna flip hard one day."

"Last year was a fluke."

There's some lessons to be learned here.

Believe in yourself.

Take advice, don't give it.

It's not the dog in the fight, it's the fight in the dog.

  
**SINISALO**

1993 250cc World Champion,  
Greg Albery

1993 125cc National Champion,  
Doug Henry

1993 500cc National Champion,  
Mike LaRocco

## BY WINNING EVERY CHAMPIONSHIP POSSIBLE, WE DID THE IMPOSSIBLE.

1993 125cc Supercross West  
Champion, Jimmy Gaddis

1993 500cc World Champion,  
Jacky Martens

1993 125cc World Champion,  
Pedro Trager

1993 250cc National Champion,  
Mike Kiedrowski

1993 250cc Supercross Champion,  
Jeremy McGrath

1993 125cc Supercross East  
Champion, Doug Henry

For many riders, '93 was a pretty good year. For riders whose bikes were equipped with Renthal handlebars and sprockets, the year was nothing short of phenomenal.

That's because in 1993, Renthal won *nine out of all possible nine* major championships — something that's never been done before in the history of motocross. Which brings the total to 55 World and 33 USA Championships. What this means to Renthal, is that once again, we've established ourselves as

To see our wide selection of products, visit your nearest Renthal dealer. At Renthal, we don't just make handlebars and sprockets. We make history.

the winningest manufacturer in the industry. What it means to you, is that if

you're still trying to figure out the best brand of bar and sprocket to buy, your choice is now simpler than ever.



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